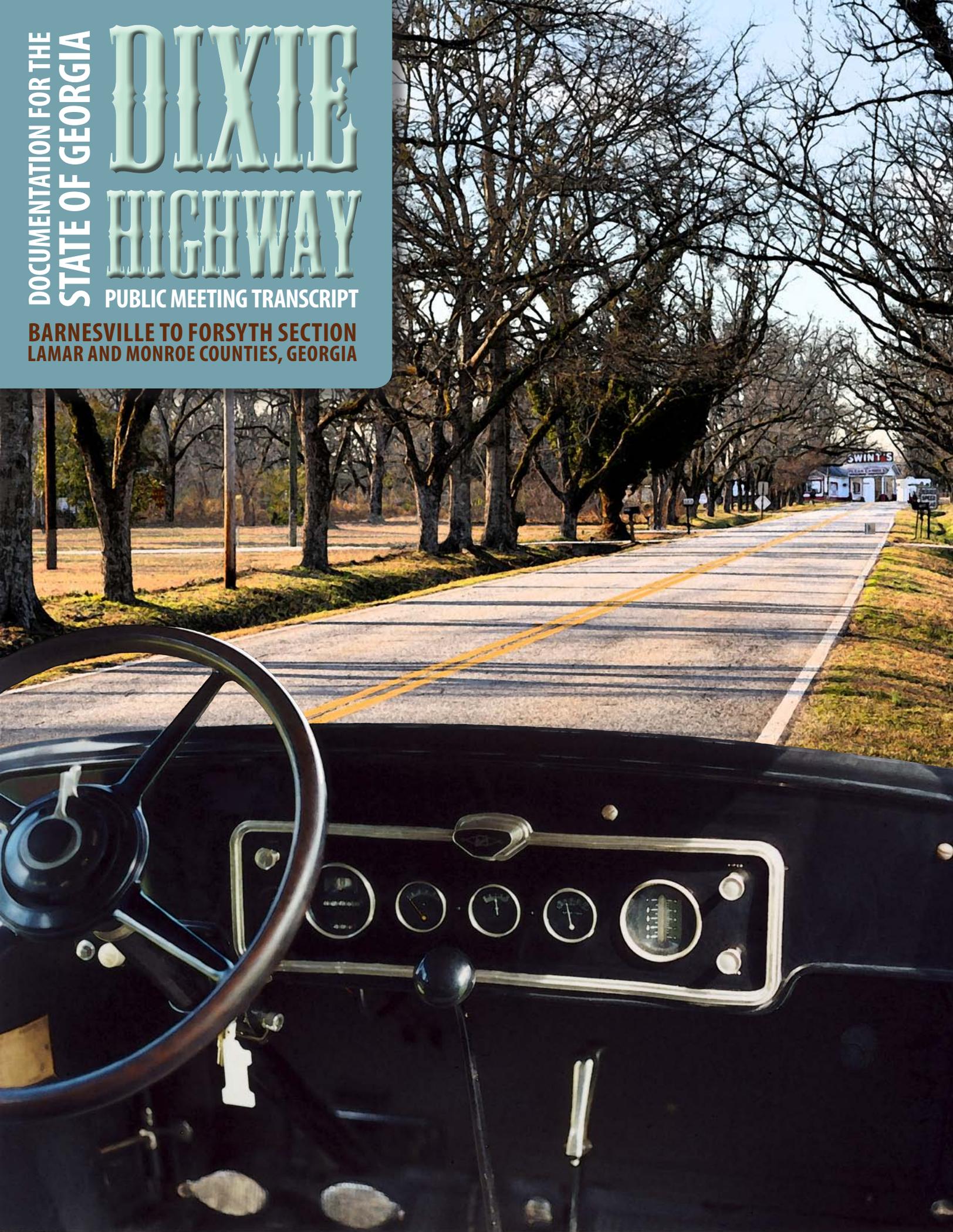


DOCUMENTATION FOR THE
STATE OF GEORGIA

DIXIE HIGHWAY

PUBLIC MEETING TRANSCRIPT

**BARNESVILLE TO FORSYTH SECTION
LAMAR AND MONROE COUNTIES, GEORGIA**



TRANSCRIPT OF THE DIXIE HIGHWAY PUBLIC MEETING

GDOT Project Number STP00-0005-02(015)

P.I. Number 321370

Contract TOOELENV060077

**Held at the
Barnesville-Lamar County Public Library
Barnesville, Georgia
January 23, 2010**

INTRODUCTION

PURPOSE OF PROJECT: The public meeting fulfills the public outreach stipulation in the Memorandum of Agreement (MOA) between the Georgia Department of Transportation, the Federal Highway Administration, and the Georgia Historic Preservation Division. Signed in 2009, the MOA mitigates the impacts of proposed improvements to the stretch of the Dixie Highway that runs between Barnesville and Forsyth. The proposed improvements to the road include a center turn lane and passing lanes.

SUMMARY OF PUBLIC MEETING: The public meeting was in the form of an open house where members of the community were invited to share their remembrances of the Dixie Highway: events that occurred along the road, travel along the road, how and if the road changed everyday life in Barnesville, etc. The public meeting was held at the Barnesville-Lamar County Public Library on January 23, 2010 from 10am to 2pm. The meeting was well attended by members of the community - some of whom are life-long residents - as well as a reporter from the local newspaper and the head of the Barnesville-Lamar County Historical Society and Museum. The topics of discussion ranged from businesses associated with the Dixie Highway to tourism brought to Barnesville by the Dixie Highway as well as personal recollections of travel along the roadway and local celebrities linked to the Dixie Highway. In addition, the names of other potential contacts were given and recorded

ATTENDEES :

Pamela Henry
David and Angela Preston
Mary Mullins
Sherri Ellington
Shanna English
Alice Armistead Parker
Mary Beth Reed
Summer Ciomek

CONTACTS :

Dorothy Brown
Hayward and Karen Cox
Ellen & Jim Granum
Virginia Legge
Mildred Merchant
Betty Crawford

TRANSCRIPT

ALICE PARKER: The Gulf service station opened up was right next to the Dairy Queen, right here in Barnesville. The Dairy Queen wasn't there then of course. The building that he built is still there, but it's no longer a service station, but he had a Gulf Station there. And so all those folks from Indiana and north came right by his service station. And he sold a lot of gas, a lot of gas. Well, my daddy sold a lot of gas to those folks. And he said, Well you know, they got to have a place to spend the night on the way to Florida. So he built what we've called the Barnesville Tourist Court which is—the buildings are still there, but it's not like it was. My daddy built that in 1948 and it was called Barnesville Court, and it was on 341. And a lot of people went on 341 which started in this area and so—going to Florida. So some people come off of 41 and stayed there and some from 341. And so the Barnesville Motel doesn't look like—well it was a very nice place in 1948, twelve rooms. (laughter) Made a good living. Through the years it's changed but anyway, my dad built that. And so—

SHERRI ELLINGTON: Alice, what was your dad's name?

PARKER: Dan Armistead.

ELLINGTON: Dan Armistead?

PARKER: A-r-m-i-s-t-e-a-d, right, uh-huh. And so we always went to Florida. And he knew how many people came down this road too. And he stayed open seven days a week. My mama hated it, but he did, and sold Gulf gas, a lot of it.

MARY BETH REED: Right. So he knew where people were coming from. Did people come— Did he see the same people? Did he ever have returning clientele?

PARKER: Oh yeah right because we had a lot of people that would come, and it was—they knew how far it was to Barnesville to spend the night then how far from Barnesville it was to go where they wanted to go in Florida, so it was a good stopping point.

REED: I got you. It was the last leg—

PARKER: Right—

REED: —or in some ways the first leg.

PARKER: Um-hm. And downtown Barnesville there was a "café" and Tampa's Café which is—the building is still there. It hadn't been a restaurant in a long time. You'd come right over the railroad track, past my daddy's service station, come over the railroad track and when you— There was a flashing stoplight there wasn't red lights then. But you would stop right there in the center of town and Tampa's Café was there and it was a good place, people would stop and eat at Tampa's Café, um-hm. So the people that spent the night at our—daddy's Tourist Court then. Then it later became a motel, classier sounding, you know, (laughter) through the years, that's where they would go eat. So that helped that family with their business, um-hm, yeah.

REED: And the motel is still— The Tourist Court is still open?

PARKER: Yes, the building's still there. It's owned by somebody else and it's where people just live in the rooms and it's kind of—

REED: A weekly rental kind of place?

PARKER: Yeah, yeah. And—

DAVID PRESTON: Is that not where this old guy that's kind of— legally blind and walks up and down the street gathering—

ELLINGTON: No, he doesn't live there.

PARKER: He doesn't live there.

ELLINGTON: He actually lives on the Barnesville Yatesville Road. Which goes by there.

D. PRESTON: Because I always see him over that way.

ELLINGTON: Does anybody know his name?

PARKER: Well—

Uh, I do. I've known—

D. PRESTON: I think Fred Morris knows his name.

PARKER: I know him, uh—it won't come to me right now. I've known him all my life.

ELLINGTON: Yeah. He was— He'll actually stop and like wait for your car. And when you start to move he'll run alongside your car to cross the four-lane.

PARKER: My children— My children used to call him the running blind man.

Yeah.

Um-hm. I knew— I grew up with him. He was just a little ahead of me in school. His name will come to me momentarily but not yet. (*laugh*) yeah.

REED: Well, we have a new person here and I just want to say, Welcome.

PAM HENRY: Pam Henry.

REED: I'm sorry?

HENRY: Pam Henry.

REED: Pam Henry, okay.

HENRY: I'm a newcomer, about 1950.

(*laughter*)

HENRY: I remember a lot about Old 41, I really do. I've got a page full of memories.

REED: Well that's what we're here today, to get kind of a personal look, or a community look, at this. And Alice is— you're dead on with the Tourist Court and the commerce that comes from a highway that comes that far north and comes into a place like Barnesville.

HENRY: Right.

REED: Do you have any photographs of your father's place or of the gas station?

PARKER: Yes, I— Well, I don't have it. We have—(*laugh*) The local historical society is in the old jail and that's where some things are.

REED: Some things are?

PARKER: I give them there.

MARY BETH REED: And you've contacted the curator there?

SUMMER CIOMEK: Um-hm.

PARKER: Shanna English, and she's a good friend.

CIOMEK: Um-hm, yeah I spoke—

ELLINGTON: And she'll overload you with pictures.

PARKER: Yeah.

(laughter)

PARKER: She will.

CIOMEK: Yeah, I did get some photographs from her already.

REED: Because that would be a good one. Because the idea of the Tourist Court and commerce coming from the highway is an important part of the story.

PARKER: Right. That's a little part.

REED: No, that's very nice. Now what are your memories of 41?

HENRY: How many do you want?

(laughter)

HENRY: Actually—

ANGELA PRESTON: They're focusing on Barnesville.

HENRY: My driveway goes right down in on the north end of Atlanta Street which was US 41. And I live up in the woods right up, a dirt driveway halfway down. And many's the time we've parked at the end of that driveway just trying to get out. That was before the bypass. And so we—to go—we were going to Midway Baptist Church and we'd have to turn left on Atlanta Street on a Sunday afternoon when all the racetrack crowd was coming back through.

PARKER: Oh yeah, um-hm.

HENRY: And we'd have to wait ten minutes sometimes to get out of that driveway. *(laugh)* But in those days, too, when you'd come out you'd see cars from all the Midwest—Ohio, Indiana, Michigan, Illinois, Kentucky. People—that's the only way they could get from Chicago down to Miami either way. And it turned out that one of my friends lived in Lake City, Florida. And her husband's—she married a man whose last name was Shackelford. And the first truck stop ever on Old US 41 was Shack's, named for Shackelford down there in Lake City, Florida. And her husband grew up as a kid with his dad running that truck stop. And cars must not have been too prevalent going north-south but— And then I think about B. Lloyd's.

PARKER: Yeah.

HENRY: Has anybody talked about B. Lloyd's in Barnesville?

PARKER: I just—I mentioned it momentarily.

HENRY: Well you know, that's cut off now with our new four-lane that cuts down, you know, but used to be that people were stopping at B. Lloyd's, you know, all the time, all of these Midwestern travelers.

PARKER: It was candy.

REED: Oh it was a candy store?

CIOMEK: Yeah, it's pecans—

HENRY: It's where Dora Cox Realty is now.

PARKER: Yeah, and pecans were the big thing. Any kind of candy with pecans because all pecan trees here. And—

REED: Right.

PARKER: Yeah so there was B. Lloyd's and then there was Swint's. Swint's was in— Swint's Candy was in Milner and B. Lloyd's headquarter—

HENRY: Still is.

PARKER: Yeah, still is. And B. Lloyd's was here in Barnesville. And Mr. B. Lloyd, he lived two or three doors up the street from here that had that candy company. And they had—

D. PRESTON: And was there not some family connection between those two, Swint's and B. Lloyd's? Somebody told me that.

PARKER: Yeah, probably so.

D. PRESTON: One was a brother or-

PARKER: Yeah. It was something-

HENRY: Woodall family had all these many orchards all the way say from Milner to Barnesville just about.

PARKER: Yeah. And as a child I used to pick up pecans in our yard, give them to my-and my sister did, and then our dad would take them and sell them and that was our spending money. And that-we sold them to where they then eventually used them in making the candy.

REED: I see. Well, when- Do you remember- Did individual families ever sell things by the side of the road, or was it more like family concerns like that? Do you see what I mean? There obviously wasn't any lemonade stations, I don't think.

HENRY: I don't remember any roadside peddlers. Is that what you mean?

REED: Um-hm.

PARKER: Down south, further from the site, they'd sell peaches on the side of the road, during the peach season.

ELLINGTON: Diggy's is still there.

PARKER: What?

ELLINGTON: Diggy's is still there.

PARKER: Yeah, right. I mean, but these would be little family stands-

REED: Right, right.

PARKER: Yeah, be out and sell peaches, right.

HENRY: But you know, you travel going north- We traveled- My home was in Norfolk, Virginia so we'd head out 41 trying to get

to Norfolk somehow. And all along the road, even when you got on the interstate there were the big B. Lloyd's signs way out of state.

PARKER: Yeah, right.

HENRY: And gradually when the portion was bypassed, his signs—his road signs began to dwindle and some would have distress signs like, I forgot what, like, Please help us and that sort of thing, you know, telling us “we’re still there!”

(laughter)

HENRY: But hallelujah we still got Swint's Pecans right there in Milner.

PARKER: Yeah.

BHENRY: And people do come out of their way for Swint's.

PARKER: That's right.

HENRY: If you look at that guest book inside their door—

REED: Uh-huh.

A. PRESTON: It's amazing.

HENRY: They're from all around.

PARKER: Yeah it is.

REED: So it'd be good to incorporate historic signs or photographs of those signs into the atlas.

ELLINGTON: Swint's has a web site.

REED: Do they?

ELLINGTON: Um-hm.

And I believe they have photos of it.

PARKER: Good.

REED: Summer, you're—

CIOMEK: Yeah.

ELLINGTON: I think it's swints.com.

REED: Is it swints.com?

ELLINGTON: But if not just Google it, yeah.

REED: Okay.

HENRY: When you go in that door in Swint's if you look up you'll see this old black Hunter fan still grinding away. That's— It's one of the original models.

(laughter)

PARKER: Yeah.

And it was always—an easy Christmas present was to go buy a box of Swint's Candy.

(laughter)

D. PRESTON: Pecan logs and—

PARKER: Yeah right.

A. PRESTON: Absolutely.

PARKER: Yeah, and I—that was a good thing to give to a teacher.
(laugh)

HENRY: I can't go visit my children in the Midwest unless I take some Swint's candy with me, especially divinity for Noelle. But, they ship a lot too.

A. PRESTON: So that was apparently in this part, kind of like Stuckey's was in South Georgia.

PARKER: Yes, uh-huh.

REED: That's the comparison-- So I'm trying to—

HENRY: They don't have branch stores though but just that one
(unintelligible).

A. PRESTON: But it's similar, the kinds of products.

(unintelligible)

A. PRESTON: If you drive around, you'll see the abandoned pecan orchards, but I mean this whole area is just unbelievable how many there were at some point in time.

PARKER: Right.

Now B. Lloyd, Jr. for a long time he maintained one of the B. Lloyd's stores in North Carolina. And my husband and I would be traveling to North Carolina and we'd always stop at B. Lloyd's and of course he knew us and we always visit with him just a little bit, but I don't know where—that's probably—that's been ten years ago the last time we were through there so I don't know.

REED: Are there any of the Lloyd's still in town?

PARKER: B. Lloyd's daughter, best I remember, she lives in Macon. She was a year behind me in school and we're working on 50th class reunion right now, and so we've been talking about where people are and she's in the area.

REED: Because that might be someone to contact. They may have family photographs that would be fun to use or—

PARKER: Yeah, she's in the area. B. Lloyd probably is in North Carolina, I don't know, that was some time ago but anyway—

A. PRESTON: Now the building that's now the real estate store, or Dora—

PARKER: Um-hm, Dora Cox.

A. PRESTON: Is that the original building?

PARKER: That's the ones that I remember growing up on both sides there, that's—and the family lived in that brick home there.

A. PRESTON: Oh, okay.

PARKER: They lived there. And then they moved to a house down here on Thomaston Street.

A. PRESTON: Okay. But I mean we have buildings that are still standing, that's interesting.

REED: It is. I know we can incorporate photographs of them and make the connection.

PARKER: And the big white building's downtown.

D. PRESTON: Yeah, it's right by the railroad.

PARKER: By the railroad also was his building too.

REED: Was his building too?

A. PRESTON: More of a factory or-

PARKER: Yeah.

HENRY: They used to have that big old sign out there, B. Lloyd's, "Nuts Did It!".

PARKER: "Nuts Did It!", that's right.

(laughter)

D. PRESTON: That's it.

PARKER: That was his slogan, "Nuts Did It!".

REED: Thank you.

HENRY: Every time you go to cross the track going into town- But now that building never has got really good full time- It was a furniture factory for a while.

PARKER: Yeah.

A. PRESTON: Well, it was a buggy place before that, correct? We were the buggy capital.

REED: Right.

PARKER: Yeah, but I think it was furniture and then B. Lloyd took over. I might have it backwards. Anyway-

A. PRESTON: But I thought they- We came here in 2000 and I think they were still open.

PARKER: Okay.

A. PRESTON: You could still go in there and get candy in 2000.

PARKER: Yeah, that's right, they could, uh-huh, yeah you could but—

A. PRESTON: I don't know exactly when they closed. You might remember.

ELLINGTON: Um, I know they were still open in the eighties because I had a friend who called me and said, Pick me up at work out at Lloyd's. And there was a building—a company by the same name in Thomaston, and I waited for him for an hour outside of that Lloyd's and never even thought about coming to Barnesville.

PARKER: B. Lloyd's.

(laughter)

ELLINGTON: Yeah, because he just said Lloyd's, he didn't say B. Lloyd's.

A. PRESTON: Yeah. Well, I know I bought candy there in 2000 so I don't know when they actually vacated the building.

PARKER: I think— There was one lady that stayed there a long time and I think maybe when she left that was it, but I don't remember her name or anything, yeah.

REED: Well can I ask you along 41 or during the forties, fifties, whatever your period of recall is, what motels would have been operating?

PARKER: Okay.

REED: Do you want me to—

PARKER: Wait a minute.

REED: Because you guys probably weren't staying in them, when I think about it. It's a different view but—

PARKER: Right. Golly. There was Camellia Court, and I think that was either 341 or 41. And that was down where the camellias grow, that was one place. And—Oh golly.

REED: And your father's place, what was the name of it, the formal name?

PARKER: Of course it wasn't on 340, it was on 341.

REED: Right. Was it Barnesville—

PARKER: Barnesville Tourist Court.

REED: Tourist Court?

PARKER: Um-hm.

REED: Okay, that would be when he first started?

PARKER: Uh-huh.

HENRY: When was the hotel torn down? It was here when we moved here.

Yeah, the hotel was torn down in the fifties. It was a beautiful old hotel. A lot of people used to stay there too because it was right going through town.

REED: It was right in town.

HENRY: Now it's Babcock's Parking Lot.

PARKER: Yeah, yeah, it's a parking lot now. I can remember eating there one time as a child and I remember big tables with white tablecloths, and then going up the steps.

A. PRESTON: And the movie theater was on 41 then.

PARKER: Um-hm, yeah right.

HENRY: James Grubbs— James Grubbs ran the projector I remember.

PARKER: Yeah.

(laughter)

REED: Well how much did the people driving through—how long did they stop and stay? Do you guys have any memories? Like is it just a one-night thing or—

PARKER: Overnight.

REED: An overnight? And what would they do, if you remember?

PARKER: They'd go eat at Tampa's Café.

(laughter)

REED: Eat and sleep or—

PARKER: Eat and sleep, yeah, uh-huh.

HENRY: You can even tell who the tourists are now because they walk up and down and look in the stores.

PARKER: That's right.

HENRY: And they just kind of have that strolling around town look.

PARKER: Right.

(laughter)

PARKER: Yeah, because— That was it. They were on their way back and forth to Florida, and so it was just a stopping point for them.

REED: Stopping point.

PARKER: Yeah.

REED: So your interactions with—I mean, the community's interaction would have been through the stores between selling— It sounds like your commodities were candy and pecans, right?

PARKER: Um-hm.

REED: Right? That's your stretch of the road's claim to fame in terms of feeding the nation.

D. PRESTON: And textiles.

PARKER: Yeah.

D. PRESTON: And textiles.

REED: And textiles, that's right, yes.

D. PRESTON: Absolutely.

PARKER: But they weren't- They were traveling. The textile- The cars-trucks were on the highway and the people that worked there.

A. PRESTON: Unfortunately they still are, right downtown.

PARKER: Yeah.

A. PRESTON: Not as much as they used to be. They used to be- Yeah, it used to be that you'd just get the huge trucks right on 41.

HENRY: Trying to squeeze around the traffic light and turn and come down . . .

A. PRESTON: We actually have traffic jams in little Barnesville.

REED: **You have traffic jams?**

PARKER: Don't come to-

ELLINGTON: Especially when the train comes through.

PARKER: Don't come to town on Friday afternoon when everybody gets off of work.

(laughter)

A. PRESTON: I know you find that hard to believe.

REED: **No, no I don't.**

D. PRESTON: We always joke about rush hour in downtown Barnesville.

PARKER: You can't back-out when you get parked downtown.

REED: **COME ON IN.**

MARY MULLINS: I understand y'all are having something about the Dixie Highway. I don't know anything about it.

REED: **Well come on, you can sit down and listen.**

Absolutely.

PARKER: Come and join us.

REED: Just can come on in.

A. PRESTON: Before we go too far

MULLINS: I want to hear about this (*unintelligible*).

A. PRESTON: I think y'all need to contact Virginia Legge because Virginia's the—the beautiful Victorian house on the other side of the Pizza Hut. Think you (*unintelligible*).

(*unintelligible*).

Yeah, (*unintelligible*).

HENRY: That used to be the Cherry Family home.

A. PRESTON: That was— She grew up there with her—in her grandmother's house, and I think they would probably have pictures. She talks about going out in the little balcony on the second floor and watching all the people on the highway.

REED: Really?

A. PRESTON: Um-hm. You really do need to call her. I can give you her number.

REED: It's L-e-g-g-e?

A. PRESTON: Yes.

REED: Okay. And if you would afterwards. All right, I thought we would talk and then I'm going to kind of get your addresses and hopefully if you're willing to—

A. PRESTON: Well, I mean this is a house, a big, beautiful house that was right on 41 and you talked about wanting to know about people who lived right on 41.

REED: She'd be a perfect person.

A. PRESTON: It's still there and it's still beautiful, but I mean—you know.

REED: Do you think she'd be wiling to speak with us?

A. PRESTON: Oh sure.

PARKER: Oh yeah.

I'm sure she would.

HENRY: Her husband—

Her husband is good at entertaining the young at heart at First Baptist. He's an ongoing comedian.

PARKER: He's a standup comedian. He could make a million dollars on television.

D. PRESTON: Yeah.

(unintelligible).

A. PRESTON: And they both grew up here and went to Gordon. He was commandant at Gordon and all sort— I mean, they know all about Barnesville. But she did have—her grandmother's house was right down 41.

REED: Which would be a really nice sort of intimate look.

A. PRESTON: Her grandfather was a doctor and she has pictures of him in his horse and buggy going on calls and so forth.

(laugh)

PARKER: Another thing, we had Gordon Military College here and a lot of the boys that went to Gordon Military were boys that lived along this highway. And some of them would get out and hitchhike home sometime when they weren't supposed to. But yeah, so a lot of the boys that lived up and down that highway went to that—to the military school with— We had five boys for every girl and I was one of the girls.

(laughter)

REED: Very good odds.

PARKER: Yeah, right, real good odds.

(laughter)

HENRY: I want to ask you a question. Is it true that— You know, they had the federal—the annual big inspection of the college.

PARKER: Um-hm.

HENRY: Did they keep the girls home so it would look more like a military school?

PARKER: They did.

HENRY: That's what I heard.

PARKER: We had the weekend off.

HENRY: Yeah.

PARKER: They hid us.

REED: **You're kidding.**

PARKER: See, it's a strange—

REED: **How's that work?**

PARKER: —relationship. It was— The military school was a private military school. The people—like the girls and—that lived in and went to public school, it was our public school. It was some kind of different arrangement. And so the boys that lived and went to public school, they were military students there too but the girls also went there and it was our public school.

HENRY: That was— Was that maybe for high school because I did have boys in grammar?

MULLINS: High school, right?

PARKER: Yeah, that was for high school, right, unusual situation.

REED: **But when they had the inspection all the girls went home?**

PARKER: Oh yeah, um-hm. We had extra holiday.

REED: **So that's a good deal, wasn't it?**

PARKER: Yeah.

(laughter)

PARKER: Yeah, right.

MULLINS: Sounds good.

PARKER: Um-hm.

MULLINS: You didn't miss many school days, other days, huh?

PARKER: No, uh-uh.

MULLINS: Not with that ratio.

PARKER: No, we didn't, no.

HENRY: Does anybody know what year the 41 highway was actually paved and what it was like before that and where it went? I think they rerouted it some when they paved it.

REED: **You mean though this stretch or through Georgia?**

HENRY: Just anywhere, when they first had paved roads. And someone told me, I think it was the Shackelfords in Florida, that that was the—they thought the first paved US highway north-south in the country.

CIOMEK: **Yeah, that was—**

HENRY: Whichever, I'm not sure.

MULLINS: I think there's a sign on the way to Griffin that says something about the paving of the highway right in the turn, just north of Orchard Hill when you take that turn.

REED: **There's a historic marker?**

PARKER: Yeah.

REED: **Historic marker?**

PARKER: Um-hm.

MULLINS: A marker, I think.

PARKER: Right.

MULLINS: It talks about the first paving or something like that. We came here later on right before I-75 was coming through here at one time, because it ended in Forsyth right and it picked up in Hampton. And there was a part of I-75 that had not been completed, so it was, what bumper to bumper of traffic there for a while and you had trouble getting out your driveway I bet Mrs. Henry.

HENRY: I remember some people here put up a fight in trying to get it routed through Lamar County.

PARKER: My daddy.

HENRY: Through Barnesville.

B. Lloyd for one because, you know, he knew it would help his business.

PARKER: Yeah, my daddy too, because of his business.

HENRY: They did some surveys. I think they did some on the backside of our property. In fact, where I live I think they say it's the original Dixie Highway when it was more like a stagecoach road, just a dirt-

REED: So what it was original trail?

HENRY: Uh-huh. And so when we had a little lake put in below our house we told them, Don't cover up the highway. (*laughter*) That's where we ride around to get to the dam actually right now, just- And it went on up and it comes out on Atlanta Street right beside that pet shop near a wooded area. And we just didn't want to put anything there so it's like a potential right-of-way if anybody ever did want to get back in there, it's 60 feet wide.

PARKER: All right, going up close to where she lived called Dozier Hill.

HENRY: Yeah, I've heard about (*unintelligible*).

PARKER: Okay, and Dozier Hill, lot of wrecks happened on-car wrecks on Dozier Hill.

HENRY: Because it was so steep trying to climb it.

PARKER: And just a—the traffic was so much there and everything. There were just a lot of people got killed on Dozier Hill. It's one of those things, my memories, that people got killed on, quote, it's called Dozier Hill.

REED: Was that on 41?

PARKER: Yeah.

MULLINS: It's on 41. There used to be Hot Spot Filling Station goes down the hill. It's kind of a steep hill relatively speaking.

PARKER: It's a steep hill.

(unintelligible).

ELLINGTON: People are still getting killed in that intersection.

PARKER: Yeah, uh-huh.

ELLINGTON: Right at the—

MULLINS: Oh at the intersection?

ELLINGTON: Yeah.

MULLINS: We're talking about the hill that goes down.

ELLINGTON: Yeah.

PARKER: Yeah, at the end of the—

ELLINGTON: They didn't improve it with putting that intersection. *(laugh)*

PARKER: I know. What—

CIOMEK: What intersection is this?

PARKER: —angle they put it in.

MULLINS: Oh, okay. I know what you're talking about.

ELLINGTON: Yeah. If you're heading back up towards Atlanta on 19-41-341, it has a lot of different numbers to it, you'll go down a hill and then up a hill and there's what used to be a Hot Spot, like a little truck spot.

MULLINS: Um-hm, that's what I'm talking about. It's right there, that's Dozier Hill.

ELLINGTON: Yeah.

MULLINS: Where is the intersection, at the bottom of the hill?

ELLINGTON: Well, where Atlanta Street runs in and the highway's running this way.

MULLINS: 341?

ELLINGTON: Yeah, people get all confused and you see them cross (*unintelligible*).

MULLINS: And the bypass's there.

CIOMEK: Oh okay.

ELLINGTON: They fixed it now where it's a lot better.

MULLINS: Yeah, they fixed the bypass.

PARKER: Now talking about truck stops, there was a lot of truck stops in this area too. And—because (*unintelligible*) the trucks were moving. And so along 41 you'll find the remains of a lot of truck stops that they built. And when you traveled a lot of times— I remember when we would travel sometimes we would stop at a truck stop. My daddy though, he would go in and get the food. He— Because sometimes it wasn't a suitable place for children to go.

(*laughter*)

ELLINGTON: Right, that's a very nice way to put it.

PARKER: Okay.

(*laughter*)

ELLINGTON: This has nothing to do with 19 but my father-in-law is just retired as a truck driver, and he tells stories of

stopping at the truck stop to go in and get a cup of coffee and they weren't selling food at all, they were selling something else.

PARKER: Right. Got it?

(laughter)

REED: Yeah.

ELLINGTON: Okay. *(laugh)*

A. PRESTON: Can we go back to Miss Henry's question? Do we know when it was paved? Do we know when it was paved?

CIOMEK: As far as— I remember from my readings by the end of the 1920s. No.

MULLINS: The date might be on that sign.

REED: No, it's probably on the historical marker. Right? Yeah.

CIOMEK: Yeah, um— Yeah, I want to say by the end of the 1920s.

REED: I would say the era of good roads comes in, in the twenties.

CIOMEK: Yeah.

REED: I mean, there's a lot of road improvements across the state and DOTs are starting to form. Before the Department of Transportations you had your—and secretary— It was not an ill-formed organized group but by the twenties the organizations start for our current—what we know as Department of Transportations today. And it's called the era of Good Roads and you see roads improvement. You also see new political people coming in saying, Oh my goodness. It takes me four days to cross the state. We got to make some changes. *(laugh)* So as these needs came, more improvements came from it. But you really see DOTs coming, being formed at that point.

PARKER: Also the point from Barnesville to Forsyth, I don't know who did it but a lot of white myrtle trees are on that route, and you can still see them when they're blooming, but a lot of them been cut back, and cut and gone. And it's also a lot of cedar trees that were planted along that route too. So that was some time ago. So in the spring you could see the white myrtle

trees and they—especially the closer you get into Forsyth that's where they are.

REED: You start seeing them, they look more organized, like they were planted.

PARKER: Right, right.

REED: We will take a look at that. That's a good thing to think about.

PARKER: Okay.

HENRY: It just occurred to me that the *Macon Telegraph*— We only get the Sunday paper, and we did, but they ran a series on the Old 41 and things all along that US 41. If you could get the archives of the *Macon Telegraph*.

REED: That would be great. Thank you for mentioning that.

HENRY: I just remembered that.

REED: No, that would be a good source.

D. PRESTON: How long ago was that?

HENRY: Oh, several years. It could have been ten or twelve years ago. It's been a while.

REED: All right. So we may have to talk to the archivist for the newspaper.

HENRY: Because I remember when they featured, especially Swint's, they had a real good write up.

REED: Oh great, thank you.

HENRY: They were headline.

REED: Well I have to ask, okay, because you bring up a safety factor. And so you're the local community and all these people are going to and fro. And I guess if you have a porch and you can look down on the license plates going by, that's—there's a certain safety in that. But how much did your parents tell you— How much interaction was there? You're a young girl. Did you see tourists coming through? Did you get a chance to talk to people, or was it really through just commercial interchanges—

between buying and selling or renting a room or that— You see what I mean? How much give and take?

PARKER: Okay, the motel. Um, in the summertime my sister and I would stay there with whoever was— My daddy didn't live there. We always had somebody who lived there, but we would go out in the summertime and when people would stop we'd run go get the ice—the pitcher and go to the ice machine and get the ice and take it to their room, and we used to get tips.

MULLINS: Hmm—

A. PRESTON: Oh—

(laugh)

PARKER: And so that's how we would make some money. And you know, they had to tip us because here were two little girls bringing the little glass pitcher with the ice in it and they would tip us.

REED: I got to ask how much. Do you remember?

PARKER: Quarters.

REED: Nice.

PARKER: Um-hm.

(laugh)

HENRY: That's a lot.

PARKER: Yeah.

MULLINS: That was a lot, yeah.

PARKER: Yeah.

HENRY: Uh-huh.

PARKER: Yeah.

(laugh)

A. PRESTON: I suspect it wasn't air conditioned was it?

PARKER: Uh—

A. PRESTON: They had fans and the ice was probably very much enjoyed?

PARKER: Yeah. See, it wasn't air conditioned at first. It had— let me see. I'm trying to think what the advertisement was. It wasn't air conditioned at first, but they had some fans best I remember.

REED: Like cool, just a cooling machine?

PARKER: Right, something like that. It had a special name they called it. But then when air conditioning came and everything was air conditioned of course right, yeah.

MULLINS: Of course this was the main drag from Florida up North, and I came through a couple of times when I was a teeny tiny on my way to see my grandparents up there, because I lived in Florida, but that has nothing to do with this, I was just—

REED: No, that's just another perspective on the roadway.

MULLINS: But you asked if it was a roadway and so it was the main drag from Florida up to Chicago area. So that— I thought of that when you said was it tourists and stuff like that.

REED: Well, it's important because you've got to think that the young people in the back seat of their parents' car from Michigan coming down here, they probably saw cotton fields, they saw pecans. You think of what they saw about American culture and made it one nation. We get a bigger picture. That's why the highway is so important.

PARKER: I remember children going out the back of where the motel was built and taking cups or bottles and getting red dirt and put in it. They had never seen red dirt.

(*laugh*)

REED: Well—(*laugh*)

PARKER: They would get red dirt and put it in a little cup or a piece of—something anyway take red dirt home with them (*laugh*) back north.

REED: How funny is that.

ELLINGTON: It's kind of yellow up there, the dirt is.

CIOMEK: Yeah, and just regular old brown. (laugh)

PARKER: Yeah, the red dirt you get in your white shirt, you can't get it out.

(laughter)

A. PRESTON: I was— I am interested in when it was paved because my father grew up in South Georgia. And when he was a teenager— Of course at that time young men growing up on farms drove trucks when they were twelve, I mean, you know—

REED: True.

A. PRESTON: His father had one of the first trucks in his county.

How about that?

A. PRESTON: So he would load it up with farm produce and drive all night—

D. PRESTON: To Atlanta.

A. PRESTON: —to Atlanta, sell at the Atlanta market, the farmer's market, and then drive back. And he would— Couple of things about that. He would talk about the—it was dirt then.

REED: Right, right.

A. PRESTON: And in those days very often the trucks, you'd have to stop and put water in them and this kind of thing. And if you go up and down 41, especially in South Georgia, you can still see the older houses with the well right in the front yard.

HENRY: Yeah.

A. PRESTON: And one of the reasons they did that was because people would stop, they'd get water for themselves and water for their trucks, and they would sometimes leave coins for the people. And you could see where people pull in, like little horseshoes—

REED: Around, yeah, uh-huh-

A. PRESTON: -around the well in people's front yards. I always thought that was fascinating that they did that.

ELLINGTON: I never knew that.

MULLINS: I had not known that.

REED: That's really hospitality, you know what I mean?

CIOMEK: I got some of my text for the paving and pretty much it was by the late 20s that all the roads had been improved, whether that meant-oftentimes that was just laying bricks down or grading them until they were flat. Sometimes it was putting different types of macadam or whatever type of concrete or whatever down on them. So by that point- The Dixie Highway Association disbanded in 1927 because by 1925 the U.S. Government decided they were going to have a federal system of highways, and that's when the part of the Dixie Highway in Georgia and Florida became US 41 and they started removing all the DH signs that had designated the Dixie Highway and replacing them with like the shield signs we know for federal markers today. And so by the late twenties the federal government was starting to take over these roads and then they were more uniformly improved.

MULLINS: I have a question, excuse me just a minute. Dixie Highway, is it the same as 41 or is it just part of 41? Is there a beginning and ending of the Dixie Highway, or is it 41 from Everglades City to Chicago or further North?

CIOMEK: It's more- I think it's more or less 41. Obviously, over the years they've rerouted around things and- Because it used to- Like most of the old routes it used to go through all the downtowns of the cities it passed by. And over the years they tend to- so they can bump it out to be four or six lanes or whatever, they often go-routed around downtown and so then you have like the business route 41 and the bypass part 41 and-

D. PRESTON: Just like Barnesville (*unintelligible*).

CIOMEK: Um-hm. So I think more or less in most parts it probably is with little section-

MULLINS: But was Dixie Highway and 41 one in the same?

CIOMEK: Yeah.

REED: Yeah, Dixie Highway becomes 41.

MULLINS: But it wasn't just a stretch like from South Georgia to-

CIOMEK: No, pretty much different routes-

MULLINS: All the way from beginning to end-

HENRY: (*unintelligible*) before it was US 41.

REED: Right.

MULLINS: Okay.

CIOMEK: Yeah. When you get to parts of 41 in-I think through Tennessee for the most part it still was, but the routes split so much and I have a map I can show you. Because people-when they were trying to decide upon it people were arguing over what they wanted-where they wanted the route to go because just like you were talking about with 75, everyone wanted it to go through their town so they could get all the tourist dollars. I mean, it wasn't any different than it is today. So um, because of that and especially in the State of Georgia there was so much fighting over which way this road should go-

PARKER: There was a lot of politics.

CIOMEK: -that- Yeah that there was actually- Once it goes through North Georgia there's like two different routes, an eastern route and a western route and one like went up through Dalton and Canton and the other one branched off over to Rome and then they both met up in Atlanta then branched out again and then I think met up in Macon and then branched out again, and like one went all the way over to Savannah-and then another part went all the way out over to Savannah and so- I'll look through my papers because I know I have a small copy I can show you. But yeah it's crazy.

D. PRESTON: One of your fliers has a map on it that's got . . .

CIOMEK: Yeah.

D. PRESTON: That was one of the reasons I wanted to ask what is your definition of Dixie Highway because look like there's a lot of them.

CIOMEK: Yeah it was—

D. PRESTON: It's a road that's rather diverse.

CIOMEK: Yeah, and if you look at the national one too it's not—I think Georgia had the most routes—ended up having the most mileage and the most routes in the Dixie Highway than any other state, in part because it's so big and also because they fought over which way it should go (*laugh*) so much.

PARKER: The Talmadges got what they wanted.

(*laugh*)

PARKER: And so you had to be friends with the Talmadges, politicals.

REED: I'm sorry.

MULLINS: Now what was it they wanted?

PARKER: To go the way they wanted to go.

D. PRESTON: Yeah, the way they wanted—

They wanted the road to go where they wanted—

MULLINS: I thought maybe they wanted to go by their—the door or something.

(*laughter*)

A. PRESTON: It does in Lovejoy.

(*laughter*)

MULLINS: Good point.

HENRY: (*unintelligible*) in Barnesville that said, If it can't come through Barnesville don't let it come anywhere.

REED: That's what my thought was, who was a mover and shaker here. So we have to find that out because I think that's an important point because the route does reflect politics—

PARKER: Um-hm, it does—

REED: —as much as it does topography and road building, good road building. There are other features (*unintelligible*).

PARKER: My daddy was one of the first Republicans in this county and he started the Republican Party here, and part of it was trying to get this road through here too.

(*laughter*)

REED: That would be part of it.

PARKER: I-75, yeah.

MULLINS: Yeah, I know there was a big (*unintelligible*).

REED: You brought up accidents, and I actually hadn't thought about that. Were there any notable accidents that occurred in your memory that this community became a part of just because of proximity?

ELLINGTON: The song "Last Kiss"—

PARKER: Yes, yes.

ELLINGTON: —was about an accident that happened here in Barnesville. And I can't remember who did the song first, but Pearl Jam did a remake of it not long ago.

CIOMEK: Oh yeah, the— Oh yeah, who was that?

MULLINS: The Delrays, maybe?

PARKER: Thomaston, Georgia. Anyway, her name was Belinda Clark and she got killed in the wreck down that road.

MULLINS: A long time ago or recently?

PARKER: Long ago. No, a long time ago, as a teenager. And she was a classmate of mine. And Cochran is his last name, from Thomaston, wrote that song. I can't remember his first name. It's called—

ELLINGTON: Harvey? Henry? Starts with an "H".

PARKER: Okay.

ELLINGTON: He went to school with my mother.

PARKER: Okay, from Thomaston.

(laughter)

You know who I'm talking about?

ELLINGTON: I know who you're talking about.

PARKER: Yeah, that song became very, very popular.

MULLINS: What was the name of the song?

ELLINGTON: "Last Kiss".

PARKER: "Last Kiss".

MULLINS: "Last Kiss". Oh my it's going to be sad.

CIOMEK: Oh it is.

REED: It sounds like a lament.

CIOMEK: No, it's— Mary Beth you know it. *(unintelligible)*.

REED: I probably know it and I'm not . . .

PARKER: It's the last kiss.

CIOMEK: It's that song, *(singing)* Oh where oh where has my baby be. The good Lord took her away from me.

REED: That's an incredibly famous song.

PARKER: Yeah, uh-huh.

ELLINGTON: It is.

REED: This is an important stretch of road.

ELLINGTON: Yeah.

(laughter)

REED: You probably already knew that . . .

CIOMEK: So it took— Where in the road was the accident?

ELLINGTON: It was—

REED: Do you know?

PARKER: Not too far down.

ELLINGTON: It wasn't too far down.

REED: It wasn't Dozier?

PARKER: No.

ELLINGTON: It was south, wasn't it?

PARKER: Yeah.

ELLINGTON: South of town.

PARKER: And I'll tell you who you can ask. Um, the sheriff for Lamar County has a family connection to the girl that got killed.

REED: And her name was Belinda—

PARKER: Belinda Clark.

REED: Clark?

PARKER: Um-hm.

REED: And she was a teenager when it occurred?

PARKER: She was a teenager, uh-huh.

REED: Is that why— Everyone hates when young people—

PARKER: Yeah, right.

REED: It's hard.

PARKER: Yeah. And so yeah the sheriff can tell you some more about it too.

ELLINGTON: Talking about Larry?

PARKER: Larry, um-hm.

ELLINGTON: Larry Waller.

PARKER: Um-hm.

REED: Larry— Say his last name again.

ELLINGTON: Waller.

REED: Waller?

ELLINGTON: Yeah.

REED: Okay.

ELLINGTON: W-a-l-l-e-r.

PARKER: There's kinship somehow between Belinda Clark and his family.

REED: So she was a local girl that got, that was . . .

PARKER: Yeah, she was a teenager, yeah. She was in my class. She was one of my classmates. I had gone to school with her from the fifth - the first grade up to when she died.

D. PRESTON: Talking about songs, it occurred to me that the rock group from Macon, talking about the Allman Brothers, had a very legendary, one of their main-

ELLINGTON: "Ramblin' Man"?

D. PRESTON: "Ramblin' Man" song makes reference to Highway 41.

ELLINGTON: Born in the backseat of a Greyhound bus-

PARKER: Sure does-

ELLINGTON: -rollin' down Highway Forty-one.

D. PRESTON: Rollin' down Highway Forty-one.

PARKER: Yeah, right. That's right. Uh-huh, yeah.

HENRY: I remember another traffic hazard on Dozier Hill, I guess when they were building the bypass. And before they had the exit now where you can merge, there was just a barricade there where they cut off the Old 41 abruptly in the foot of the hill with just sort of some planks and maybe a couple of reflectors. And living up on top of the hill many is the time we'd hear brakes screech—trucks, cars, and sometimes a slam. And I'd be sitting up there saying my prayers for whoever it is. If it looked really bad you just knew that you'd hear the sirens come, before they finally got it all completed.

REED: Summer's looking for the *(unintelligible)* area.

CIOMEK: Yeah. *(unintelligible)* get a better idea of—
Yeah.

REED: When you start talking like this, for my part, it's so interesting to see how one transportation route can thread through so much culture—art, economy in terms of candy and pecans, and then home life, family stories—

PARKER: And music, a song.

REED: It's just amazing, isn't it?

PARKER: Um-hm.

A. PRESTON: Well if you grow up in Macon like we did, you go to Atlanta for ballgames or college or whatever, I mean, we went through all these little towns.

D. PRESTON: I was going to say that same thing. When— Before I went off to Georgia Tech from Macon, my wild and crazy teenaged friends who—you just—you shudder to think the stuff you did.

(laughter)

REED: True.

D. PRESTON: But we used to get in Tommy Standard's '59 Ford convertible, his sister's pink Ford convertible—

CIOMEK: *(laugh)*

PARKER: Oh, wow (*laugh*)

D. PRESTON: -and see how few minutes we could take to get from Macon to Barnesville to go to some movie like *Thunder Road*.

MULLINS: There you go.

(*laugh*)

REED: I hope you're getting this in the newspaper.

(*laughter*)

ELLINGTON: Oh yes!

D. PRESTON: And we- I mean, we set records. And I shudder to think-

A. PRESTON: Don't you besmirch my husband's reputation.

(*laughter*)

ELLINGTON: I will! Cheerfully!

D. PRESTON: - how close we were to being killed. We never had an accident, and fortunately I don't recall that alcohol was ever involved. We were wild and crazy but those things, we weren't drinking. He was driving and I'm sure he was doing eighty miles an hour.

HENRY: You didn't paint the town red, you painted it pink!

ELLINGTON; Is that Tommy Standard?

(*laughter*)

HENRY: Folks, we're getting too loud for the library!

ELLINGTON: Standard, I know how to spell that. There's Standards in Thomaston too. They're probably kin.

D. PRESTON: Yeah, and I don't know- I lost track of him. He may not even still be alive for all I know, but he was basically in my class in high school which was 1958, and this was probably '56 or so when we were doing that. But then later went off to college then I clearly had two routes to get from Macon to

Atlanta—one was right through Barnesville and Griffin all the way.

A. PRESTON: And you hitchhiked a lot.

D. PRESTON: And I sometimes hitchhiked. The other was go out of Macon and go up Riverside Drive which we called the Jackson Short Route that went through Jackson, Georgia and up through Hampton to Atlanta.

ELLINGTON: Tell me if I'm right—the old—the Zebulon Road that's in—

D. PRESTON: Macon.

ELLINGTON: North Macon, that is part of 41, isn't it?

D. PRESTON: I don't think so.

PARKER: I don't think so.

ELLINGTON: I know it just dead ends right before it gets to Monroe County. It just goes away or it turns into dirt and I would never go up it while I was here. (*laugh*)

D. PRESTON: I honestly think that if you head north out of Macon past Wesley and College—

PARKER: Yeah.

ELLINGTON: Yeah.

PARKER: That's it.

D. PRESTON: —you would have to—you would have to get— You would have to kind of go left to get on Zebulon Road.

ELLINGTON: Yeah.

PARKER: Yeah.

D. PRESTON: —and that Highway 41 going to Forsyth—

ELLINGTON: Goes through Bolingbroke and everything.

D. PRESTON: Yeah, through Bolingbroke.

ELLINGTON: Yeah.

D. PRESTON: And it's been — I'm pretty sure that's
(*unintelligible*).

ELLINGTON: But yeah speaking of the Allman Brothers, one of the Allman Brothers died in that area and I think he was at Bass and Zebulon Roads.

D. PRESTON: I think so.

ELLINGTON: Yeah, he ran into the back of a log truck with his motorcycle.

D. PRESTON: Motorcycle.

ELLINGTON: And there probably was alcohol and other things involved in that.

A. PRESTON: At least.

(*laughter*)

D. PRESTON: Another one—member of the band—I don't think it was another Allman. How many Allman brothers were there?

ELLINGTON: Duane Allman is the one that died with the log truck wreck. And then Oaks—

D. PRESTON: Like a year later almost at the same spot—

ELLINGTON: Almost in the same spot—

D. PRESTON: —another band member died. Was it another Allman?

ELLINGTON: Berry— I can't remember. And I've met his son,
(*laugh*) I know his son and I just—

A. PRESTON: Well, there's an Allman Brothers Museum in Macon you can visit.

ELLINGTON: Yeah.

REED: We'll find out those—

ELLINGTON: Yeah.

HENRY: I have a question about a South Georgia town. One time I was coming up from a meeting in Norman Park and we decided that we would stay on the Old 41 as much as we could, and it was south of Macon. But we stopped in one little town and there was a miniature Statue of Liberty right there on the main drag. Now what town is that? I had a postcard picture of it but no name of the town, or I took a picture and I left it at the *Herald Gazette* one time to see if they could ever put that in the paper and see who knows where that is.

ELLINGTON: I'll look and see if I can find that.

D. PRESTON: I don't think I remember that.

REED: I've never heard of that.

HENRY: Just a replica, just—probably not even taller than this room.

PARKER: Hmm.

MULLINS: Ha, I've never—

ELLINGTON: I'll see if we have it.

HENRY: It was such a surprise.

REED: Yeah.

A. PRESTON: When you go to Forsyth this afternoon and talk to those people, you know they've got the Royal Palm Hotel and all that, they have— I think they still have standing what had been a tourist hotel—

ELLINGTON: I think it's called—

A. PRESTON: —more so than we do.

ELLINGTON: It was called the Farm House Restaurant, but I think it's called the Ritz or something trendy now.

CIOMEK: Um, I know what one you're talking about.

A. PRESTON: So that'll be fun because you can see that, but I think a lot of theirs was more railroad related, is what I've been told—

REED: -than here.

A. PRESTON: -than road related.

REED: Right.

ELLINGTON: Actually you'll be right across from the hotel we're talking about, when you get into Forsyth.

PARKER: Yeah.

A. PRESTON: They don't call it the Royal Palm anymore? I thought they did.

ELLINGTON: It was the Farm House Restaurant when I worked in Forsyth twenty years ago.

HENRY: And now it's changed again.

ELLINGTON: And now it's changed again. I'm wanting to say something about grits.

D. PRESTON: Well of course grits-

ELLINGTON: Well the (*unintelligible*).

D. PRESTON: The Grits restaurant-

HENRY: They had a bed and breakfast upstairs.

D. PRESTON: -is across the square from that.

ELLINGTON: Oh, okay. The old Left Bank is Grits now. Is that what you're saying?

A. PRESTON: No.

ELLINGTON: Okay.

A. PRESTON: No, the Royal Palm, which is what it was the last time I saw it is right on the corner. It was a hotel.

ELLINGTON: Big, white building.

A. PRESTON: And the reason they called it that was after the train that ran from-to Florida through-

ELLINGTON: Which runs right by 41 almost all the way between the two cities.

D. PRESTON: *(unintelligible)*.

A. PRESTON: And now that US 41 runs right in front of that hotel.

ELLINGTON: Um-hm.

HENRY: They had a bed and breakfast there *(unintelligible)*.

CIOMEK: Yeah, I think it's still—when I was there the other week I think it still—look like it was— They're still calling it a hotel and restaurant . . . I'm assuming you can still stay there.

A. PRESTON: Actually we have— because Barnesville has an art gallery, we occasionally get people visiting here that are staying in Forsyth just to experience that old experience and people *(unintelligible)* the train depot and they like to— People come in to see the train depot and then we snarf them up for the art.

(laughter)

A. PRESTON: —but nonetheless, they come in to see the depot most of the time.

HENRY: That would be a good story how they saved the depot. They were already beginning to rip off the roof when people stepped in.

REED: That's *(unintelligible)*, came that close.

A. PRESTON: A depot I'm sure you—

PARKER: And it's on the highway, it's right on 41.

A. PRESTON: You didn't miss it if you came in.

(unintelligible)

REED: No.

A. PRESTON: You know when you saw it.

REED: Yeah.

A. PRESTON: And—

D. PRESTON: Summer knows. She was—

A. PRESTON: They— And I don't know all the history, I just know that the railroad was going to take it down and the historic society— Was it— Did it form at that time just to save it or was it already in existence?

(unintelligible).

A. PRESTON: I got the impression that it pretty much came together for that.

(unintelligible).

ELLINGTON: Hayward Cox would know.

(unintelligible).

PARKER: Oh yeah.

ELLINGTON: Yeah.

A. PRESTON: I think they were pretty much—yeah convalesced at that—

D. PRESTON: Pat Edwards and Hayward Cox.

A. PRESTON: —coalesced at that point and saved the depot and we—
(unintelligible) leases it from the historic society. And the plaza then below it which had been a road at one time belongs to the city.

PARKER: All the groups.

A. PRESTON: All that belongs to the city.

REED: I got you.

A. PRESTON: But the building itself belongs to the historic society and we lease it. Unfortunately our exhibit is just— We're in between exhibits or you would have seen a lovely exhibit. Summer saw it.

CIOMEK: (laugh)

HENRY: There's always something there.

REED: Well we're hoping when this project's over we can come back and kind of show you what we found.

A. PRESTON: I would love a nice, big picture of our art gallery in the Old Depot on 41.

(laughter)

A. PRESTON: Give this reporter this book and I can even get a really good photographer to make some pictures.

(laughter)

A. PRESTON: We even have drawings, beautiful drawings.

REED: Well we'll see how we can work it in. But you folks have talked about alcohol and— Was there any during— Now we have Prohibition occurring during the life or the historic times of this highway, and in the highway culture— In other words, you folks are not going to truck stops per se. But, I guess the best person to talk to would be the sheriff. You know what I mean?

HENRY: I could tell you one right on my place.

REED: Huh?

HENRY: I could tell you one right on my place.

(unintelligible).

HENRY: When we first— We built up there. We bought a five-room bungalow and had to build it because we already had six children before we got ten. And so after we moved— Soon after we moved in— There was a little ramshackle cottage down the hill which we figured we could either tear it down or build it back and we decided to build it back. But walking down the hill through the woods on a stump one day, just roaming around and getting used to the place, there was this white glass—clear glass gallon jug sitting on a stump, like waiting for a refill. And so I went to the house and got a temperance tract, put it in the jug. Next time I went they were both gone.

(laughter)

HENRY: (*unintelligible*) But to prove it even more, years ago my husband's mother had been widowed some years before and she was moving around from child to child. She really needed her own place. So we built up the little cottage which is right—which is 645 Atlanta Street now. And she lived there. But one Sunday this old black gentleman came up all dressed up for Sunday to her door wanting to get some. So we knew it was a real situation, because there was a little stream down below the place, you know, and probably somebody had been making it around there or parking it there, but no more.

PARKER: And there's a place down 41, in (*unintelligible*), upper 41, beer joint, that's what we called them.

REED: A beer joint?

PARKER: Breezey Point was one of them and then south was—I can't think of the name of that one. It was another "beer joint".

ELLINGTON: I can't remember the name of that one either, but I've actually been to Breezey Point.

(*unintelligible*).

PARKER: Yeah, right.

ELLINGTON: It hadn't been long closed.

PARKER: I know.

REED: How long do you think it was in operation?

PARKER: Oh the beer joints?

REED: Um-hm.

PARKER: Breezey Point was in operation until—well, somebody— It was there for a long time.

ELLINGTON: I know it was there in the late eighties and I want to say early nineties.

PARKER: Yeah. And the other one, the building's there but somebody—it's a house now I think where somebody lives, but you had the beer joints on 41.

HENRY: I could tell a Sunday school story about that.

PARKER: Yeah.

REED: All right, we're good.

PARKER: Um-hm.

HENRY: I taught young adult ladies for a while at Milner Baptist. And I made the comment one Sunday. It might have been on temperance, I don't remember what it was on. But I made the comment that driving from my house to Midway Baptist we passed three beer joints every Sunday.

(laughter)

HENRY: And somebody's jaw dropped in the Sunday school class.

PARKER: Oh yeah, I remember another - Yeah, I remember another beer joint there too. And that's what we called them-

HENRY: I think there's one right across the road from where that little mini shopping center is now that's at my driveway.

PARKER: And we called them beer joints. That's what they were called.

ELLINGTON: Occasionally you found the term juke joint among people of my grandmother's-

PARKER: Yeah.

ELLINGTON: Yeah.

A. PRESTON: Because it had a jukebox and they sold beer.

ELLINGTON: Um-hm.

REED: Now could people go on 41, stop and get a beer here as well as people from the community?

PARKER: Yeah.

REED: Is that a place where people would meet?

MULLINS: Sure.

PARKER: Yeah.

MULLINS: Of course.

PARKER: If they wanted to.

HENRY: I have a piece of furniture from the one across the road when they tore it down that was just a nice old high back bench, just an old dark wood bench with the seat and the curved sides down. And we— And it had a lift seat. We called it the deacon's bench.

(laugh)

HENRY: And so my daughter, Krista, has it now up in South Dakota. She's a preacher's wife. She's got the deacon's bench.

REED: I like that, like that.

MULLINS: My story is not on the Dixie Highway, it's on the— toward 36 highway. We moved here in '62 from Miami. It was a wonderful relief stepping— We felt like we had stepped back twenty years in time—the people were sweet and nice and everything was slow. And one day I was washing dishes and all of a sudden we heard this, boom and my windows rattled and everything. And the police, or the sheriff department had blown up a still and we said *(unintelligible)* didn't know anything about.

(laughter)

MULLINS: And I couldn't believe that after '62 there was a still being built up in the woods, really was a shock.

(laughter)

ELLINGTON: They were blowing them up all the way up through the late seventies.

MULLINS: I bet they were but this was—

HENRY: I'll have to tell you something my husband said in his medical practice. He had one black man that came to him that was really almost totally paralyzed from drinking bad liquor and he couldn't talk or anything. And he worked with him. He got him rehabbed just—whatever he did for him I don't know. But I

began to think— He said that sometimes that's the only way a lot of people could even make a living and if they made the passable liquor, the little what fifty-cent shots they call them. You didn't condone it, but he could kind of explain it, you know, that they really depended on that to exist, a lot of them. But I think about— You cannot— You mentioned economics, and after the—people were thinking we would wither on the vine if they didn't come—bring 75 right close to us. But think how Barnesville changed economically. I'd love to hear what y'all think about that. We used to have the planing mill here and of course Carter's just died out recently. Aldora still goes some, but otherwise what do you think is making the difference? I've wondered if having Buggy Days helped us, to bring us to people's attention.

REED: Yeah.

HENRY: For some reason we're not in *Southern Living* with all of those many other festivals that are mentioned in the South, I don't think we are.

PARKER: But some people who now live in Barnesville, they discovered us.

HENRY: BBQ & Blues?

PARKER: Yeah, BBQ & Blues too.

ELLINGTON: Right, yeah.

HENRY: And people come.

And a lot of people see it and like it and decide to come and live here, you know?

REED: Oh it's a beautiful, beautiful town.

MULLINS: I wouldn't live anywhere else in the world?

A. PRESTON: Well, but now a lot of our friends are here because of Herb Creecy who was an artist of some renown who had his studio right on Market Street, and I just know of several families that came down to visit with him because he taught at University of Georgia and his paintings are extremely expensive.

PARKER: Right.

A. PRESTON: And they came and fell in love with Barnesville.

MULLINS: That's what we did. We fell in love with it.

A. PRESTON: And part of it is we— I realize that there are a lot of empty storefronts now and it breaks your heart, but it— before things got quite so bad this year and last year we really had a viable little downtown which is unusual.

MULLINS: Um-hm.

A. PRESTON: I mean, you could buy—as late as a year ago you could buy clothes, shoes, food, I mean, right downtown in Barnesville. And we always—I personally considered it lucky that we did not have a Wal-Mart to compete with our local businesses. And we always—we personally, whether it's hardware or whatever, we try to look here first and then we go to the box stores only if we have to for certain things, home repair or whatever. We always try to go here first, and I think a lot of people do.

MULLINS: I do.

A. PRESTON: I mean, we still have a downtown. It may have 41 running through it, but it's still a downtown.

HENRY: People do come here to eat now. There's another question. When did the Pastime Grill get started? I think they used to be down by the railroad track years ago.

PARKER: Yeah, they did.

HENRY: And then—

A. PRESTON: People do come for Pastime Grill.

HENRY: When they began— They come to eat. When you go downtown at night now it's not the stores are open, people are eating all over town. (*laugh*)

PARKER: Um-hm.

REED: Which is marvelous. Summer and I were talking on the way down here because we work and our office is in the City of Stone Mountain—the Village of Stone Mountain. And literally our Main Street has been decimated. It's— There are no stores. The restaurants are few and far between. People try to go out to

lunch that work with us. There's no places open to go for lunch. So actually when I came in here I was thinking, This is a viable downtown. We're searching—we're looking for ways to keep our historic community together. So just to give you a little bit— Sometimes it's good to get some comparative information. But Stone Mountain, I would say, is in crisis right now and we're trying to find our legs again. And that's kind of hard to do sometimes. And on the other hand there's other communities, what is it Sugar Hill did I say, Sugar Hill?

CIOMEK: Yeah.

REED: —they got a huge, huge amount of money to create a historic downtown. So there are other communities doing that sort of thing so—

HENRY: Well the medical facilities in our— My husband was— He had his residency, Ob/GYN and general surgery and plus family medicine. And so when we came there was no emergency room. In this office you could do most anything for anybody there—to (*unintelligible*) heart attacks, bleeding to death or whatever, but there's no ambulance service and he'd put people in his car in the backseat and race down the road about however many miles an hour. And one old black lady said, Lawd, I think I'd rather die than ride in this car.

(*laughter*)

PARKER: Of course they also used the hearse.

HENRY: But then they finally got an ambulance service. He resuscitated a man. He fought Medicare and Medicaid for years and never got paid for what he did, but he resuscitated one old gentleman on Mill Street. And I wrote up the claims. And I wrote the truth but he was investigated more than once. And the head doctor, Dr. Gillespie, from New Jersey came down to check around and women would investigate. And so people said, Dr. Henry, somebody's at my house asking a lot of questions about you. And this old man said they came to his house and he said, Well, he said, Lady all I know is I died and Lawd when I woke up Dr. Henry was up on the bed banging on my chest.

(*laughter*)

HENRY: Never got paid for it, never got for transport or anything, but you know, if you love what you do that's what matters.

(*unintelligible*).

HENRY: As he said, We never begged for a loaf of bread anyways.

(*laughter*)

PARKER: And they would transport you to the hospital in the hearse.

REED: **They would?**

PARKER: Um-hm.

HENRY: That's right.

MULLINS: I remember that.

PARKER: Yeah.

REED: **Where would the nearest hospital be?**

PARKER: Griffin.

REED: **Griffin.**

A. PRESTON: Or Forsyth.

PARKER: Yeah. But I'm thinking about long time ago.

REED: **The fifties?**

PARKER: Uh-huh.

REED: **Yeah.**

ELLINGTON: 1957 (*unintelligible*) county hospital, but it's parallel, I mean not parallel but opposite direction of what you're looking for.

REED: **Okay.**

ELLINGTON: So Griffin a long that line.

PARKER: Griffin was one that was there first and so you went to Griffin.

ELLINGTON: Yeah.

HENRY: We're central to so many hospitals.

REED: So when people were going to have babies?

PARKER: We had a place here that—where you could have your baby here for quite a while but now it's part of Gordon and it's a dormitory. *(laugh)*

HENRY: You know, there's some controversy—

A. PRESTON: And Virginia Legge can tell you about that too because her children were born there.

HENRY: Some of mine were. My husband delivered many a one there. But you know, there was some controversy, wasn't there, about whether we should have a hospital here or not. And we had the maternity shelter and the doctors could all take their patients and nurse midwives could deliver there. And so when my youngest child got to be born we were going to go there. Nobody ever told them they closed it. And all of a sudden it was gone. And we just went to—probably up, probably to Thomaston somewhere. You just never knew, politics again.

REED: Right, right.

HENRY: Now it's part of the Gordon campus, you know, and it's being well used. It was a school board office for a while.

REED: Gee. I'm going to bring up another topic, and we've touched on it a couple of times. Now I'm from Pennsylvania, so my idea of diversity when I grew up—I went to an all-girl Catholic school. I might have known— I was like in a Catholic ghetto, that's the way I always think about it. And so were my parents. My parents were from Philadelphia. They went to school in an Irish Catholic neighborhood—German people lived over there, Italian people over there. They didn't even—probably hadn't seen black people in terms of their frame of reference. And in some ways the North and Northeast where I come from is far more diverse because there's Jewish people, there's people from all different colors, different types of folks. And I think when you look at the South there are really white people and black people to a certain extent down here. When you see this tourist community coming down, that's a whole other range of people, cultures, things, you know? How did that work and—or maybe did you guys even connect on that? Maybe that

wasn't- Like we would say girls from New Jersey dress differently, that's the other-we had those kind of things, cultural difference, visual differences between people that make life interesting. And the second thing is, If you're a black person driving the Dixie Highway 41 where do you stop for dinner during segregation?

A. PRESTON: There were a lot of places.

PARKER: There were a lot of places.

REED: Really? Can you guys give me some sense of that?

PARKER: Well, The first time- No blacks ever were rented at the Barnes Motel, Barnesville Tourist Court. And my family, we were in California traveling and I'll never forget my daddy came out of the door and there was a black family moved-rented one of the rooms there, and that was the first time we had ever seen a black family in a motel and it was in California and that was in the 1950s. He was shocked.

REED: You know what I mean? It's just as we learn and we grow.

PARKER: Yeah.

REED: And you?

HENRY: Well, when we traveled with however many children we had at the time in our station wagon, once or twice we took the lady that helped us in our home to go with us and help with the children so mama could have a little bit of a vacation. And like you say, when we'd stop along the road for lunch or something she'd have to go around and eat back in the kitchen. They wouldn't let her sit with the family, and- So it was kind of painful. I think everybody knew it was going to happen but it kind of-it embarrassed me really.

A. PRESTON: I can give you some names of some very active people who have grown up here, left, gone and followed careers and come back. I'm thinking about like Mildred Merchant and people like that.

ELLINGTON: Dorothy Carter.

A. PRESTON: Dorothy Carter, people who retired back in their hometowns who went to the black high school and stuff or the

white high school. They would be better equipped to answer this.

REED: Yeah, it would.

A. PRESTON: Um-hm.

REED: I got you.

D. PRESTON: They'd give a lot of good stuff.

PARKER: Yeah, Mildred's real good.

(unintelligible).

REED: Because their landscape along this highway could have been a different one than a white person's in the community.

ELLINGTON: Um-hm.

PARKER: Yeah.

ELLINGTON: That's my thinking.

PARKER: Yeah.

REED: So it would be nice to get that perspective.

D. PRESTON: But clearly as recently as the fifties, I can tell you—anybody can tell you as recently as the fifties there were plenty of restaurants that would actually have a sign out front said "White Only" or they'd say, "Blacks *(unintelligible)*".

PARKER: "No Colored".

D. PRESTON: Or they'd have a different entrance—

"No Colored" or one— I was working one summer in Macon—

ELLINGTON: The Depot in Forsyth still has a sign up. They kept it for historic reasons.

D. PRESTON: —on a land surveyor's crew we had a—we had this wonderful old southern place to eat down below *(unintelligible)* Street in Macon called the Green Frog. And it was a concrete block building with a divider right down the middle, kitchen across the back, blacks over here and whites over here. And—

ELLINGTON: The name of that was what?

D. PRESTON: The Green Frog.

ELLINGTON: Green Frog.

D. PRESTON: And we- You'd walk in and it's all the same food, all served by the same people-

A. PRESTON: Just separate.

D. PRESTON: -but the tables over here for the blacks and a wall down the middle.

PARKER: Yeah, my daddy's service station had "White Women", "White Men", "Black"-and then it was a-it said "Blacks". Not "Black Women" or "Black Men", just "Black".

MULLINS: I know when I first came here from Miami we didn't-we weren't around blacks at all in Miami, they were over yonder, you know. But at the Dairy Queen, you walked up. You didn't go inside, you just walked up to the window and got-and they had two water fountains and one said "White Only", and it kind of got my attention. Because I'd heard of that kind of thing but that was the first time confront with-

A. PRESTON: On the other hand, as terrible as that sounds, for these people to have left here, pursued their careers, and returned home tells you that there was also a lot of positive about growing up black in Barnesville-

REED: Right.

MULLINS: Yeah.

REED: Sure.

A. PRESTON: -so that's why I think you need to-

MULLINS: Yes, really.

A. PRESTON: I think we need to talk to them about their feelings as opposed to our observations. I'd also correct you about diversity in the fact that we had a lot of people in the South that came from England and France-

REED: True, true.

A. PRESTON: -and Germany, and in our families we can count- So I mean, that concept is a little bit silly that we didn't have diversity.

ELLINGTON: And (*unintelligible*) who both just died. They were Jewish and they ran the department store in town for two generations.

(*unintelligible*).

PARKER: Right.

A. PRESTON: Well and in Macon a lot of the prominent families at the country club were Jewish. I had never encountered any Semitism until I left-

D. PRESTON: Til we left Georgia-

A. PRESTON: -and moved to Indiana for thirty-two years. That never occurred to me.

ELLINGTON: Yeah, I grew up with the same girls for twenty years and never knew they were Jewish.

D. PRESTON: Or if you knew it didn't matter.

ELLINGTON: Yeah.

MULLINS: Yeah.

I think that's it, it didn't matter.

ELLINGTON: It just didn't- Yeah, it didn't matter.

MULLINS: I think the attitude here was when we were having the- all the Martin Luther King burnings and things in Griffin and all we had marches through town. And a friend of mine, a teacher-I was a teacher but I wasn't there-was standing watching the blacks marching and nobody was being ugly, everybody was being respectful to them as they marched through. And this guy from somewhere with-sorry about this-with a camera-

ELLINGTON: Uh-huh.

(*laugh*)

One of those pesky journalists.

(laughter)

HENRY: Integration is another thing—

MULLINS: —picked up a rock and handed it to him. He said, I'll take a picture of you if you'll throw this rock. He said, I'm not going to throw that rock. That's my friend. And I thought, Hooray.

REED: No, no, no.

D. PRESTON: *(laugh)* I'll take a picture if you throw a rock.

HENRY: You remember they said you should not drive down Mill Street?

MULLINS: *(unintelligible)* white guy throwing a rock at the black people. And I thought, Good for you, Lord bless you. And so that's the attitude we have here. It's always been very congenial.

REED: No, that's great.

PARKER: Because like she and I, we taught school and our principal was a black man and you couldn't ask for a better person.

MULLINS: Oh yes, wonderful, wonderful person.

ELLINGTON: Dr. Harris.

MULLINS: He was a wonderful principle.

ELLINGTON: But he's another good one to talk to.

REED: Dr. Harris would be a good person?

ELLINGTON: He can tell you.

MULLINS: Yeah, um-hm.

HENRY: During the integration time I had children going to the high school at Booker and I remember that there was a lot of disruption when they would let out of school. The kids were

probably scrapping. And I know we told our children, Just get on that bus and sit there. Don't— Keep out of it all you can. But where we lived we could hear way across and over on Richardson Street somewhere, there was an open sort of a field there, and we could hear people going over there shouting and carrying on and I thought, the blacks are pretty vocal about this. And people told us you shouldn't drive down Mill Street, but I never stopped.

PARKER: I never heard that.

MULLINS: But I remember—

(Unintelligible).

MULLINS: They were saying white people don't go down Mill Street but I came on through Mill Street, I don't know any better.

HENRY: And it gradually subsided but it wasn't easy for a while.

REED: Right.

MULLINS: But mostly it's very congenial, very good relationships.

ELLINGTON: And really I think it was more of outside agitators that she was talking about.

MULLINS: *(unintelligible)* because that guy was not from here.

A. PRESTON: Those darned people from Pennsylvania.

(laughter)

A. PRESTON: Those New Jersey folks.

REED: I think it's— I do think we tend to think of the Northeast as a boiling pot kind of thing because so many immigrants came in, and I think that's what I was referring to. But at the same time that's funny my parents' experience was really the opposite. I mean, you were with—other Irish Catholics went to school with other Irish Catholics. So when you see cultures converge, they change and it's interesting. And I think—but it's a very important point to talk to black folks and say, Okay how did you use Highway 41? Because I do think there's a different story there. Just like the kid hitchhiking along the road. Imagine— I wish we could get all

the stories of the hitchhikers. You know what I mean? That would be—

ELLINGTON: Oh there are probably tons of them.

REED: I'm trying to think how to tap into that. I don't know, but maybe for a couple hours . . .

A. PRESTON: His uncle hitchhiked to New York from Macon and never came back, I mean, wound up living in Greenwich Village and being a very well off musician.

(unintelligible).

MULLINS: But he made it to New York!

A. PRESTON: And that wasn't uncommon.

REED: Yeah. But now we would never hitchhike today.

ELLINGTON: It started in the sixties when you just could hitchhike.

A. PRESTON: Right.

PARKER: I can remember going up on Memorial Day. We used to sell poppies, not sell poppies—yeah well for donations— as a child, as a Girl Scout. I remember going up to a guy who was hitchhiking right there across from the post office on 41 asking him for a donation. He was a hitchhiker. And, you know, he gave me some money and I just turned around and went back, but he was a hitchhiker.

HENRY: Nobody mentioned the goat man yet.

PARKER: Oh yeah, that's right.

REED: Who's the goat man?

A. PRESTON: Oh for Pete's sake.

Oh, you don't know the goat man?

(unintelligible).

(laughter)

ELLINGTON: Gosh, where was I? The other week I was somewhere and—oh the dentist office in Thomaston and they actually have a drawing of him up there with his little train of goats and his wagon.

MULLINS: (*unintelligible*) little wagon—

A. PRESTON: And I don't know, does he limit his travels to 41?

ELLINGTON: Google goat man and you'll get him.

A. PRESTON: But 41 was one of the main—

PARKER: I remember seeing him coming up Forsyth Highway because my grandmother's house was right off 41.

ELLINGTON: Little wagon pulled by goats.

MULLINS: Pulled by goats.

(*unintelligible*) goats.

A. PRESTON: (*unintelligible*)?

D. PRESTON: No.

A. PRESTON: No?

D. PRESTON: Jeffersonville, that was—

PARKER: The goat man, I remember seeing him coming up.

ELLINGTON: He just traveled all over the state.

PARKER: Yeah.

REED: Oh he did?

ELLINGTON: Um-hm.

PARKER: Yeah, my grandparents' house—

D. PRESTON: Ran for president.

(*laughter*)

D. PRESTON: He did.

ELLINGTON: I wish I would have been old enough to vote back then, I'd vote for him.

(laughter)

HENRY: Did he finally settle in Macon when he quit traveling?

MULLINS: Another thing I found—

A. PRESTON: No, in Jeffersonville, south of Macon.

REED: Was he just a traveling person or—

ELLINGTON: Yeah.

A. PRESTON: And he had a goat cart and he raised goats and he had this long goat cart. And he had—it sounded like a—

D. PRESTON: Car tags all over his—

REED: Oh yeah.

A. PRESTON: Jingle—

He sounded like a tinker, jingle.

PARKER: And you used to hear, Goat man's coming, goat man's coming. So everybody'd go to town and watch and see the goat man.

(laugh)

REED: *(unintelligible)* so great.

A. PRESTON: It really was a throwback to when people peddled out of their carts and, you know, there weren't many stores and everybody was on horses or goats or oxen.

ELLINGTON: Or donkeys, whatever you want to call it.

HENRY: Probably find some news photos of him.

A. PRESTON: No, the goat man would be easy.

ELLINGTON: Yeah.

A. PRESTON: Yeah.

You can get pictures of the goat man on US 41.

PARKER: Yeah.

D. PRESTON: Surely somebody has written a book about him.

PARKER: I think there has been.

ELLINGTON: There is a book.

PARKER: Yeah, there's a book.

REED: If we could get a picture of him on 41 that would be wonderful.

PARKER: The goat man?

CIOMEK: I can try.

PARKER: I can't remember the goat—just always the goat man.

ELLINGTON: Chet something or other.

PARKER: Yeah, can't remember.

ELLINGTON: Another reason I know that's his actual name, it was written under his painting in my dentist office because he's always just been the goat man. And you can hear him coming.

(laughter)

ELLINGTON: It wasn't just the goats going bah, but it was everything just jingling!

PARKER: Jingling.

ELLINGTON: Jingling off of his wagon.

A. PRESTON: I understand you could also—

ELLINGTON: Yes—

(unintelligible).

HENRY: You'd smell him first!

(laughter)

A. PRESTON: Because of the goats.

MULLINS: He'd smell so-

ELLINGTON: Yeah, it was never bad for me because my sinuses have been bad all my life so you could get a whiff and-

A. PRESTON: More information than we needed to.

HENRY: One more B. Lloyd question-

MULLINS: Another thing I noticed when I came here was right downtown on 41 highway, so we're on target aren't we, we had a little police station-

PARKER: Oh the police booth, yeah.

MULLINS: A little booth.

CIOMEK: Yeah, I've seen pictures of that.

MULLINS: And I thought it was so neat.

ELLINGTON: They had those in Forsyth too.

MULLINS: The police were there. We'd come through town and the police would-that was where you went if you went to the police.

ELLINGTON: It was right where the gazebo is now, right?

REED: It was a booth?

MULLINS: Yeah, it was a nice little building.

(unintelligible).

PARKER: It was called the police booth.

REED: How big was it?

CIOMEK: It was, like, the size - just a little bigger than a phone booth.

MULLINS: It was wood, when I first saw it. And later they bricked it up on the outside and made it a little bit bigger.

PARKER: Not much bigger than that little room back there.

ELLINGTON: Five foot square.

REED: Five foot square. We should have a photograph.

CIOMEK: Yeah, I do have a photograph of it.

ELLINGTON: I think they took the one down in Forsyth not long ago, so you should get pictures there too.

MULLINS: This is a long way from Miami.

(laughter)

MULLINS: But I thought that was so neat.

REED: That is neat.

Any carnivals or anything like that out on 41?

HENRY: They used to have the fair at the fairgrounds out on 341 South.

PARKER: Yeah, yeah, um-hm.

REED: On 41 South?

CIOMEK: 341

(unintelligible).

PARKER: The carnival used to come downtown where Giant Mart is now, grocery store, and that's where they set up the carnivals down there when I was a child.

MULLINS: Hmm.

REED: Nice. Oh boy. Well I don't know where— How are we doing time wise?

CIOMEK: Oh, I'm not sure.

HENRY: Would you want to mention Miss Nettie Lee Grace that used to live where the United Bank is?

PAKRER: Well, I don't know —

HENRY: You know what house she lived in?

PARKER: I don't remember.

HENRY: She (*unintelligible*). She lived right by (*unintelligible*), I mean the main branch?

PARKER: Yeah, but I don't remember her.

Irish?

HENRY: By United Bank.

PARKER: I don't- just barely remember her.

HENRY: I just remember she was a personality.

MULLINS: I'd come through and they sold horses and things and they would camp out just in the curve.

There was a little house behind Woodalls, I think where some of the black families lived. Did they work in the orchards?

Were they called "Friends" or something like that?

ELLINGTON: Yeah.

REED: Travelers?

MULLINS: And they sold horses and mules.

ELLINGTON: The Irish Travelers-

MULLINS: Travelers, that's what they were.

ELLINGTON: Really? They actually sold horses and mules back then, because they're criminals now.

(*unintelligible*).

MULLINS: They were like gypsies, you know, they just came through with a bunch of horses and mules and all. And they would camp out and people would deal with them. They camped out on 41 where it turns to go toward Dozier Hill right down there where the Red Apple used to be, a field out there.

REED: Do you folks remember?

PARKER: I'm lost.

REED: The travelers, Irish travelers.

MULLINS: The travelers, right.

PARKER: Oh gosh, yeah, they'd come through here too. I had forgotten about the Irish Travelers.

REED: Are we talking about the fifties, sixties, or seventies, what do you think?

MULLINS: Oh—
No, it'd have to be—

PARKER: The sixties, early seventies.
Yeah.
And they were thieves. (*laugh*)

MULLINS: Oh were they thieves at that time too?

PARKER: Um-hm.

MULLINS: Okay, well I didn't know about that, I just knew— I was interested in the horses.

REED: Right, right.

MULLINS: They came through with horses and all that.

ELLINGTON: Yeah, they came through Pike not long ago and they busted a bunch of them trying to scam somebody.

PARKER: Um-hm.

MULLINS: I know they were doing in the news recently—not recently, recently but—

ELLINGTON: Couple years ago.

MULLINS: Yeah.

A. PRESTON: Can I ask you guys a question? If you're interested, and this is maybe completely out of the realm, but

there's a lot of interest now, especially in Georgia, trying to reclaim the Rosenwald Schools.

REED: Yes.

A. PRESTON: And as a matter of fact if y'all are around for the next two months our next exhibit at the Depot is our African Heritage exhibit, but the Trackside gallery is going to contain a Rosenwald display. We're trying to save the last one in Lamar County, Sugar Hill-

ELLINGTON: It's on 341.

A. PRESTON: -which is on 341. We had three in Lamar County. If there are any Rosenwald schools on US 41 in Georgia you need to make note of that because that's a growing national movement to save these schools.

CIOMEK: Have you contacted-oh why can't I think of her name-at the State Historic Preservation Office-

A. PRESTON: She's been here to talk to us.

CIOMEK: Miss Jeannie.

A. PRESTON: We have an active (*unintelligible*).

Jeannie has come and spoken in this room because we are actively pursuing it here, but I just think it's a side note that you would be doing yourself favors to kind of get a little synergy-

REED: If we have one.

MULLINS: If you have one.

CIOMEK: Oh yeah, no. My thesis, my master's thesis, was on Rosenwald Schools in Georgia.

Oh wow.

REED: I didn't know (*unintelligible*).

CIOMEK: (laugh)

A. PRESTON: Well you need to be down here helping us.

(laughter)

CIOMEK: I didn't look at any of the ones in Lamar County.

A. PRESTON: Well we're trying to save Sugar Hill.

CIOMEK: Okay.

ELLINGTON: (*unintelligible*) but I wrote a story about the one that we're trying to save now.

HENRY: What are some other communities that you visited for this?

REED: Do you have my card?

ELLINGTON: I got your card.

CIOMEK: Um, pretty much since it's the stretch of road between Barnesville and Forsyth, we're primarily looking at these two towns. The in between—I know there's the—

HENRY: (*unintelligible*) much of that long stretch, if any one else is doing it anywhere else or not.

(*unintelligible*).

CIOMEK: Yeah, yeah, because they're are going to be widening or putting in— I think they're going to make it three lanes in area (*unintelligible*) passing lanes and that sort of thing. So yeah this is kind of the pilot. They're going to start compiling—

PARKER: Pretty trees.

CIOMEK: I know.

(*unintelligible*)

CIOMEK: Because it's so—especially when I visited in the fall and drove down there, just the tree canopy coming over was so gorgeous.

A. PRESTON: Some of us go to Forsyth before we get on 75 to go to Macon because we'd rather (*unintelligible*) there than—

CIOMEK: It is pretty and the rural fields and all the horse pastures, it's lovely.

D. PRESTON: Pecan orchards and horse pastures and things.

CIOMEK: Yeah. There's that- There's this one property that I think is my favorite. I think it's a little-I think it's in Monroe County. But yeah it has a large horse pasture and then a big old house and on the other side of the house is just the pecan grove and it's just very idyllic. *(laugh)*

HENRY: The dogwood are in bloom.

CIOMEK: Ooh yeah. *(laugh)*

REED: Well, I have to- Do you know what time it is? I'm sorry.

CIOMEK: It's about 11:30.

REED: It's about 11:30. We have some refreshments over here and what we would like to- Summer- That's a digital recorder and I think it's on.

CIOMEK: I turned it on at the beginning because I knew I was-I wouldn't be able to keep up so-*(laugh)*

REED: You all were talking so quickly that we thought, How are we going to capture this information. What we would like to do is get your phone numbers or e-mail addresses and follow up okay with you. Because when it's a group it's kind of hard- You do it well as a journalist. As an oral historian it's always-we want to go back and check the fact and blah, blah, blah and we'll find *(unintelligible)* any more information on the paving of the roads for you. But our intent at this point in time is to create-and let me go back and say again, this is a pilot. They're going to be looking at the Dixie Highway through Georgia and all its branching.

MULLINS: Who is they?

REED: The Georgia Department of Transportation. It's part of a history project that they're taking on, preservation effort. And this is a pilot, we're looking at this segment. And we're- We have- At New South we want to create a historical atlas, let me put it that way, which is graphically interesting, that maybe kids can go on a web, too, things that kids can learn from it in school. What we're looking at is marrying historic aerial information, county maps, historic photography, oral history.

Oh, if you folks know of any postcards of this area we would love them. These kind of things—we're trying to get the feel of the road, and of hitchhikers, and we've learned so much this morning. Summer and I came down here this morning thinking, Is anybody going to come? Hope someone will come. And not only did you guys come, but you gave us a real look at someone who lived along the highway, someone who lived through this time period, whose father operated a motel, a travel court, excuse me.

PARKER: Tourist Court.

REED: Tourist court, excuse me, yes. And we have songs and potential photography. This has been a very, very, very rich morning. Thank you very much for talking with us.

MULLINS: Shanna English at the Old Jail Museum is doing archives. Do you know about that?

CIOMEK: Yeah. Yeah, she and I had a mini tour around here, and she showed me where Swint's was and where B. Lloyd's used to be.

MULLINS: She has postcards (*unintelligible*).

CIOMEK: Yeah. She gave me—

MULLINS: She would be (*unintelligible*).

CIOMEK: And she um—

PARKER: She's got a picture of my dad's service station.

CIOMEK: Oh does she?

ELLINGTON: Um-hm.
Yeah she and—
(*unintelligible*) digitized.

CIOMEK: —a gentleman who I guess did—wrote the history of—
either the history of Barnesville or Lamar County.

A. PRESTON: She did a history.

CIOMEK: Yeah, she gave me some—

(*unintelligible*).

CIOMEK: -some scans of.

REED: (*unintelligible*) on the (*unintelligible*) but the Dixie roads (*unintelligible*). Summer had that map out to show you, right Summer? (*unintelligible*). . . Way ahead of me. But this is a-

MULLINS: There she is.
Your ears are burning.

D. PRESTON: Say her name and she walks in here.

PARKER: We just- You heard us. You came.

SHANNA ENGLISH: Well, hi.

(*laughter*)

ENGLISH: Hello in there.
Well I'm supposed to be at work, but you know this is part of my work too so there you are.

(*unintelligible*).

(*laughter*)

A. PRESTON: Isn't that strange?

REED: Hello. Here, please sit down.

ENGLISH: I'll sit right in front of the poster. (*laugh*)

REED: Oh you can. We've been looking at it.

ENGLISH: Oh excuse me, excuse me. I can't see my legs and (*unintelligible*). Nothing works like it used to. (*laugh*)

PARKER: It has been wonderful to talk about this. I love to talk about things that I've been a part of, yeah.

HENRY: The Old Jail Museum personified.

(*laugh*)

REED: That is right. It looks like it was choreographed.

(*laughter*)

ENGLISH: Well I'm glad to see somebody's here. This town is not always real responsive.

ELLINGTON: We've had the most responsive group you could possibly have.

REED: All right, you know how good this meeting was, we were so noisy they shut the door. I just wanted to— I started laughing. We were so noisy they went—

D. PRESTON: Better than coming in and saying, Shh.

(laughter)

ELLINGTON: I totally forgot we were in a library.

REED: I did too until the door.

(unintelligible).

ELLINGTON: And you're over there holding your books.

MULLINS: Yeah, I came to get some books and she said, You want to go in there? *(unintelligible).*

ENGLISH: It's cold down there. I just put a sign on the door, I said, I'll be back.

(laughter)

ENGLISH: Well good. *(unintelligible)* other things besides— I try to keep— We try to keep regular hours, I mean posted hours, but occasionally you have to go do something else like go to the bank or—

MULLINS: I'm going over there shortly.

ENGLISH: —the post office or something else.

Oh good. I really was impressed with the fliers that she brought.

HENRY: 2006, not long ago.

MULLINS: They were talking about postcards and I told them that you had post cards.

CIOMEK: Yeah.

ENGLISH: Believe me.

CIOMEK: Yeah, we (*unintelligible*).

ENGLISH: There was somebody that came before her.

I guess somebody she works with, right?

(*unintelligible*).

CIOMEK: Yeah, Chad came from— He's with Department—

(*unintelligible*)?

CIOMEK: No he works for DOT.

ENGLISH: Oh okay.

CIOMEK: Is this here—

REED: He couldn't come today.

PARKER: Yeah, that's my dad's place.

A. PRESTON: Is this in our library here?

ENGLISH: I do not know. I don't— I couldn't (*unintelligible*).

CIOMEK: And your dad's name was Dan A-r-m-i-s-t-e-a-d?

PARKER: Uh-huh, A-r-m-i-s-t-e-a-d.

REED: That's a great (*unintelligible*).

A. PRESTON: We need that.

CIOMEK: A-r-m-i-

PARKER: s-t-e-a-d, Armistead. And I remember I had another old one he tore down and built that one. So that was probably built about 1948, '49, just best guess, probably '47.

CIOMEK: Oh '47?

PARKER: Yeah. The built the Barnesville Tourist Court in '48. My sister was born that year. That's how I remember that one.

CIOMEK: (laugh)

ENGLISH: Is there going to be some publication as a result of all your-

REED: Well what we're creating is- They've heard this already so I apologize, but the idea is that GDOT, because of the changes that they're making to the highway in various areas, that they begin a way to preserve the history of it. And this is a pilot project. Because a lot of people know about the Dixie Highway in North Georgia-that seemed to be the area people know a lot about, but this stretch not so much. And Summer was the first one to point that out to me and that really makes a difference here. You have a very well preserved unit. And what we've- They came to us and said what they-their idea was, or the state, SHPO was making them-that's the State Historic Preservation Office-was making them pull together some aerials and some maps. And we said, Wouldn't it be better to make an atlas? And not only-in that atlas bring oral history into it, I mean, and historic views, things that enliven it. I mean, you can put maps up until the cows come home, and they[re very-I'm a historian, I love maps. But when they're joined together by different parts of our culture I think people benefit and the public likes them better. So we're looking at this as a first in a series of things that they're going to do, not necessarily with us, but we're going to set sort of the pace. So you're going to see a page that- You're going to see 11" x 17", let me put it that way. We need a lot of page real estate for this, that's what I call it, with a short description of the Dixie Highway in its entire length and overall history, a little bit of a context. And then it's context on Georgia, in Georgia. What did it look like in Georgia? And then this is the first leg that we're looking at here. And what we'll look at, we have aerials from '37, from the thirties from the forties.

CIOMEK: Yeah.

REED: We have four sets that we're going to use.

CIOMEK: '50, '58 and then I think the seventies and then the mid-nineties.

REED: So we're looking at, from the oldest vantage point that we have to the most current. And we'd like to join each of

those five or six pages of this atlas with postcards that you'll give and all that kind of good stuff. And they've given us a billion oral history quotes already and songs written about it. I mean, there's no dearth of information. I'm scared to go to Forsyth now.

(laughter)

ENGLISH: (unintelligible) I came— I lived in Michigan as a child and over Christmas vacation dad said that he would take us to Florida. We— He had— They had some friends from— longstanding that lived in Florida, they hadn't seen for years. And I— It was in 1953 so I was, let's see, about nine or so. And dad bought a new car. We hadn't had a new car in years and years and years because of all that war stuff and no cars, no tires, anything, and that mentality just sort of carried out. So we all piled in the car, all six of us, in this brand new Chevy. And off we go. And I can remember— The first part that I can remember is Chattanooga, okay, big snowstorm, nobody could make it up the mountains and down the mountains without sliding. Dad just went right to it because, you know Michigan what do you expect? Went to Fat Man's Squeeze in Rock City and all that stuff, good stuff. I remember getting into Georgia. And I had never in my life seen anything like it. Now, I'm a little girl whose experiences are very limited and (unintelligible) stuff. And I see things in Georgia—where I'm forty-one now, okay. I see things in Georgia I have never seen before and just horrified. I saw my first person in a ball and chain, okay and with stripes. I saw my first tarpaper shack house.

MULLINS: First what?

ENGLISH: Tarpaper shack house. I'd never seen water bugs. My mother was horrified, they were like roaches—

(laughter)

ENGLISH: —huge. I'd never seen those palmetto bugs in my life. My scope was daddy longlegs and ants and stuff like that. I remember stopping along the way in Georgia. And Georgia, that part just stuck in my mind so vividly. Going into a motel. I had never been in a motel in my life. And they had open, unvented—open flame, unvented heaters. And I can just remember the smell, the fumes, okay. I had never been around anything like that. And then I remember going down—getting down by the swamp and mother just hysterical. Daddy would just keep

driving, he wouldn't stop, wouldn't stop. Oh there's a better place down the road. We've never even been on that road.

PARKER: It's got to get better!

(laughter)

ENGLISH: Just another few miles up the road there's a better place. So when— We were in the swamps. And these little bitty roads and it's pitch black and mother, LJ, LJ, you're going to run off into the drink. I could just hear her. She just went on and on and on about running on into the drink. So— And actually I can't tell you any really positive memories that I have from that whole stretch in Georgia, just that we drove, we drove, and drove. And oh I do remember this though. We got down there by the swamp and we had shrimp and hushpuppies. Mother made this big deal about hushpuppies. I'd never heard— I said, What is a hushpuppy? It was a foreign thing, even the phrase was. But honey she was going on like she wanted some shrimp and hushpuppies. Now mother I don't know how—she probably never had shrimp in her life but she equated that with Georgia, okay, and the coast and all this. Anyway— So we had this really exotic food and we had fright from seeing, Oh they're going to get you those guys with those balls and chains. And of course they were all black. They just— There were just all these—these sort of—

REED: Different things.

ENGLISH: Different—different and frightening, unfamiliar and frightening. I shouldn't say negative but just unfamiliar. But— And then I would—I'd look in these magazines and they'd have these pictures of Georgia like in *Life* and *Look*. It was great big giant magazines. And they'd always have these buildings with white columns, all these houses, like that was—you know. So I thought, Well when I grow up I want to live in a house that has columns, right? Uh-huh, and a porch. Well, I got it.

(laughter)

ENGLISH: Best of all it was given to me.

(laughter)

ENGLISH: But anyway, I have vivid memories of coming through Georgia in 1953.

PARKER: It's a wonder you came back darling.

(laughter)

ENGLISH: Isn't that amazing? I went right through Barnesville.

REED: Yeah.

ENGLISH: That's when— And Jim Smith— You should talk to Jim Smith, oh my goodness. He talks about as a child coming through Barnesville and how he ended up here just like I did.

(laugh)

ENGLISH: You never— You would never dream that that would happen. Did they have that book in the library?

HENRY: No, but they're going to get it.

ENGLISH: Excellent.

HENRY: They had photocopied it, the covers. Well my first impression of Georgia was on a Greyhound bus and I was riding down here to meet George's family that lived in a little house, Rock Quarry Road outside of Stockbridge. He was a man I was hoping to marry and he was interning in a naval hospital up in Norfolk, Virginia. And where did I meet him but at church. And so it wasn't many weeks before he proposed and I told him I'd met so many navy men living in the navy town I just put on blinders and it was going to be him.

(laughter)

HENRY: And he was really my choice. But anyway, his brother had been in the merchant marines. This was when World War II was just over. And so his brother, Walter Henry, drove down here with me on the bus and I met his family. And they lived very humbly in a little house right across from Rock Quarry Road where Henry County Hospital is now. The house is long gone. But his mother and dad said, We can't give him anything much in this world *(unintelligible)* but they do love the Lord so he brought them up that way and they all went to different professions, went to college, did whatever. And so coming down Georgia we'd just been hearing about the Dust Bowl in Kansas, this was in the middle forties, and the drought everywhere. And I thought, Ooh Georgia is going to be a desolate place down here. And first I

saw like you said the red dirt, the red mud banks along the highways...

ENGLISH: Oh that is very impressive isn't it?

HENRY: And that was before B. W. Middlebrooks got to Barnesville and brought in the famous kudzu.

PARKER: I forgot about-

(unintelligible).

HENRY: We can thank him for everything hanging over all the trees everywhere you go now.

ENGLISH: I have wonderful pictures of Mr. Kudzu.

PARKER: I forgot about Kudzu.
Yeah.

ENGLISH: Oh yeah.

HENRY: But anyway, I just had a wonderful visit with the family, and since my grandparents had been on farms in Virginia, I felt quite at home on the farm in Stockbridge. Quite at home with my husband for however many years, yep.

A. PRESTON: So how do you want to handle names of folks that I think you really ought to contact but that are not here?

CIOMEK: **You can give me their name and if you have their contact information, and I can write it down.**

(unintelligible)

A. PRESTON: Mildred *(unintelligible)* and Dorothy Carter was one of those folks.

ELLINGTON: I know Dorothy and Mildred's e-mails. When I e-mail you I will send you a link.

REED: **Okay. And the principal of the school, does he still live here?**

ELLINGTON: Dr. Harris? Yeah.

REED: **Dr. Harris.**

(unintelligible)?

A. PRESTON: Ellen grew up here.

ELLINGTON: Yeah.

A. PRESTON: Speaking of the Middlebrooks.

ELLINGTON: Yeah.

D. PRESTON: And her husband's president of the historical society.

ELLINGTON: Yeah.

(unintelligible).

REED: If they're willing to speak with us we're going to do phone interviews with them or whatever they—whatever's convenient really. (unintelligible).

(unintelligible)

REED: I think we pointed out a couple of things that we need to look at and obviously I'm real interested in photographs of your father's Tourist Court.

A. PRESTON: Let me just write it down here.

CIOMEK: Thank you.

MULLINS: Well I think this is really neat. I didn't know anything about it. I came here to pick up some books to get me through the weekend and they told me about this. This is great, wonderful.

REED: We both appreciate you all coming.

MULLINS: This is something that is going to pass by if you don't get it recorded down.

REED: Um-hm.

MULLINS: I think— Like Shanna is doing so much pulling all ancient stuff and—not ancient but old—that's going to be lost if we don't— Americans are so good about throwing something away.

When we went to Ireland we would see a new building right next to an old, what do you call-

(unintelligible).

MULLINS: Old house, old building that was no longer in use but they didn't tear it down, they just built a new building beside it. Here it's just tear down, and it's gone.

ELLINGTON: Um-hm.

MULLINS: So I think this is great. Good for y'all. Now where are y'all from? Where is your home office type thing?

REED: Our office is in Stone Mountain, Stone Mountain. And I have my card here and Summer has cards in case you think of something later. Our e-mail addresses.

(unintelligible).

REED: Well I'm glad you just walked through the library, because really we didn't know who was going to show up.

MULLINS: People like y'all, Shanna, and people who remember are important.

PARKER: I'm glad it was in the paper.

REED: Is that how you found it?

PARKER: Yeah, uh-huh.

REED: Okay.

(laugh)

MULLINS: I didn't have fifty cents.

(laugh)

D. PRESTON: So you came through Pennsylvania
(unintelligible) Summer.

CIOMEK: My family's originally from Ohio and we also lived in New York for a little while, and when I was fourteen we moved to Marietta, Georgia.

D. PRESTON: Yeah, where I was born.

CIOMEK: Oh yeah?

MULLINS: Pennsylvania?

D. PRESTON: Marietta.

REED: No, Marietta?

D. PRESTON: Yeah.

ENGLISH: My grandfather, when I left—

D. PRESTON: Say Mayretta.

ENGLISH: Go to Marietta and pick some cotton.

(laughter)

ENGLISH: He was on his way back from Louisiana when they were children. They had gone down there in a covered wagon and the mama was going to have this baby so they had to stop and have the baby. So they— And the daddy was ill anyway so they stopped and stayed a while in Marietta and he picked cotton, so that's what he said to me, Promise me you'll go to Marietta and pick some cotton. He said, and also let me know if the Atlanta Constitution is still in existence. So I remember their motto, "Covers Dixie like the Dew".

D. PRESTON: Yeah.

ENGLISH: And this is a man that was born in 1884. I mean, he could still remember that Dixie stuff.

PARKER: Um-hm.

D. PRESTON: Yeah *(unintelligible)*.

HENRY: Well, isn't there a written history of Lamar County that we have someday? Was it Lenora Ginn that— Who put—

ENGLISH: Oh there are lots of them.

PARKER: Lot of them—David Porch, Marian Bush—

HENRY: That would have a lot about the old highway in it.

ENGLISH: Not— no, none.

CIOMEK: Yeah, there wasn't much in the blue covered, History of Lamar—

PARKER: Yeah, the original one.

CIOMEK: Yeah, county. There is a little brief, like little paragraph in the back about the roads being paved and that it had been the Dixie Highway and that's about—

PARKER: That's about it.

ENGLISH: There's a good bit in the newspaper though. It goes on and on and on.

[At this point two conversations were going on at once.]

Conversation #1 - Mary Beth

REED: Looking at a road or a linear resource even for cultural resource professionals, we haven't looked at some of these for really the last fifteen years, when people started looking at canals and looking at how these type of, they call them linear resources, connect people. And we heard today how the connection played out. And they're so different and that's why they're so interesting, I think. I do think of them. I love historic houses but a road, I mean, you're just a tapestry. You just never know where you're going to end up.

PARKER: Yeah.

It's been fun. I really traveled today, way back. (*laugh*)

ELLINGTON: Yeah, this is worth getting up on your normal sleep late day.

(*laughter*)

PARKER: A lot of memories.

D. PRESTON: I have a serious temptation to follow this meeting to Forsyth.

(laughter)

ENGLISH: Well I have to go back to work so- I can't go to Forsyth with you but-

D. PRESTON: Well I can't either, but-

ENGLISH: I met Summer. She's been down here. Chad and somebody else was down here before that, so I feel like this is my third little go-round with it so-

REED: There will probably be a couple more, but we'll keep you guys posted where we are. It has to go through the state review because they are mitigating for something.

ENGLISH: Oh, okay.

REED: So there'll be some reviews and things of that nature. But we're hoping today maybe to talk a couple- really, just getting some good oral history to go along with this. And actually, a lot came today.

ENGLISH: Okay.

(*unintelligible*).

REED: (*unintelligible*). Dozier Hill?

PARKER: Dozier Hill.

REED: Things I hadn't really thought about in terms of the road so- it's been very productive.

MULLINS: I told her (*unintelligible*).

(*unintelligible*)

ELLINGTON: Like Sullivan Hill on-

(*unintelligible*).

D. PRESTON: (*unintelligible*) Macon to Atlanta.

ENGLISH: Never heard that. Never, ever have I heard (*unintelligible*).

ELLINGTON: No, I'm talking about a totally different hill.

ENGLISH: Never heard that.

HENRY: To Barnesville every Christmas to visit us.
(*unintelligible*)

MULLINS: That's amazing.

HENRY: We missed it and then we had to go to Atlanta to meet them. (*unintelligible*).

(*unintelligible*).

Conversation #2 (Summer)

A. PRESTON: Mildred and Dorothy are African American. Virginia's the one who's lived with- her grandmother's house is right on 41. (*unintelligible*) historical society. (*unintelligible*). (*unintelligible*) and she grew up here. And (*unintelligible*) are not natives, I would not call him unless I really needed to but he was part of the saving of the depot. (*unintelligible*).

CIOMEK: Oh, okay.

A. PRESTON: I've got your card somewhere, or my husband does.

CIOMEK: I gave him one. I can just give you another one.

A. PRESTON: Give me another one because I can send you e-mails. I just don't have them written in my book.

CIOMEK: Okay.

A. PRESTON: (*unintelligible*) And she bought her grandmother's house and moved back here. So they lived in Washington for many years. But she and Virginia, they can give you a lot of (*unintelligible*). And you'll run across the Middlebrooks name. Her parents were Middlebrooks and they owned a big furniture store. And I was trying to remember Virginia's grandparents. I believe it was- It wasn't Cherry because that was her parents. Her father's name (*unintelligible*). It was her mother's grandparents, but I can't remember their name, I'm sorry.

CIOMEK: That's okay.

A. PRESTON: But she's wonderful.

CIOMEK: Okay.

A. PRESTON: In fact she— Well, she and I are meeting at the Depot so I've got to go.

CIOMEK: Okay. (*laugh*)

A. PRESTON: But you've got to go to Forsyth?

CIOMEK: Yeah.

A. PRESTON: Anyway. So— Well, good luck.

CIOMEK: Okay, thank you so much.

A. PRESTON: We'll be following you.

ELLINGTON: Lights are still on.

[*end*]